

DOMINION OF CANADA

---

REPORT

RELATING TO

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

AS CONTROLLED BY THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

Fiscal Year ending March 31, 1918, with Traffic Returns, etc., to  
December 31, 1918

Formerly published as Part VI of the Annual Report of the  
Department of Trade and Commerce

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Deputy Minister.

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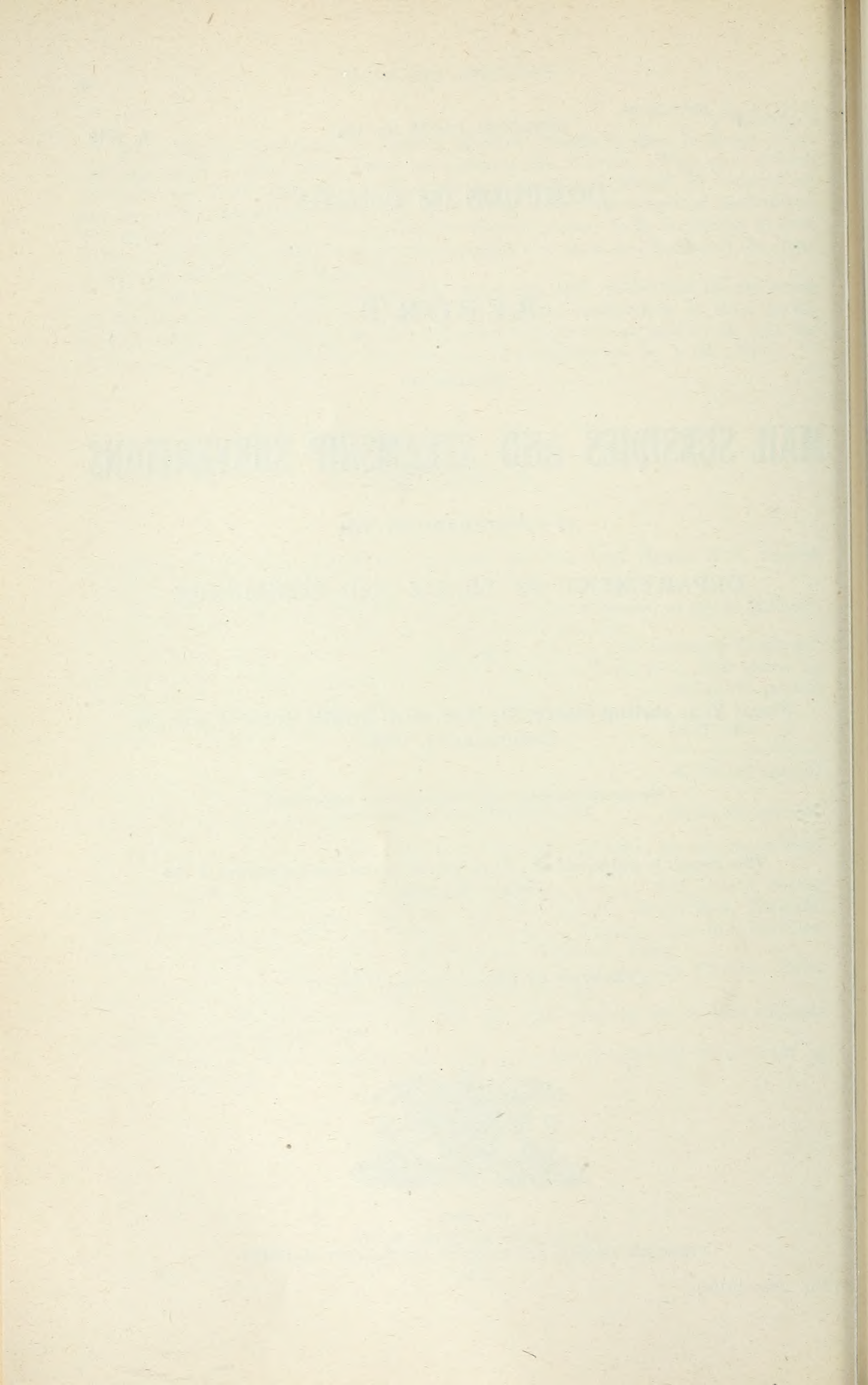
OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919







EXPLANATION OF ESTIMATES for the year ending March 31, 1920, as compared with those for the year ending March 31, 1919, with statements of services rendered and expenditures to December 31, 1918, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted. . . . . \$2,467,120 67

Page No.	Vote No.		1918-19.	1919-20.
		ATLANTIC OCEAN.	\$ cts.	\$ cts.
5	139	Canadian Atlantic ports and Australia and New Zealand.....	70,000 00	140,000 00
7	140	Canada and Great Britain.....	400,000 00	1,000,000 00
11	141	Canada and Newfoundland.....	70,000 00	70,000 00
13	142	Canada, the West Indies and South America.....	250,666 66	340,666 66
16	143	Canada and South Africa.....	73,000 00	146,000 00
19	144	Halifax, St. John's, Nfld. and Liverpool.....		20,000 00
		PACIFIC OCEAN.		
25	145	Canada, Australia or New Zealand, or both (Pacific).....	180,509 00	180,509 00
28	146	Canada, China and Japan.....	253,333 34	253,333 34
30	147	Prince Rupert and Queen Charlotte Islands.....	21,000 00	21,000 00
32	148	Victoria and San Francisco.....	3,000 00	3,000 00
33	149	Victoria, Vancouver and Skagway.....	12,500 00	12,500 00
35	150	Victoria and West Coast Vancouver Island.....	5,000 00	5,000 00
37	151	Vancouver and Northern ports of British Columbia.....	16,800 00	16,800 00
		LOCAL SERVICES.		
43	152	Baddeck and Iona.....	5,825 00	5,825 00
44	153	Charlottetown, Victoria and Holliday's Wharf.....	2,500 00	2,500 00
44	154	Froude's Point and Lockeport, N.S.....	600 00	600 00
46	155	Grand Manan and the mainland.....	10,000 00	10,000 00
47	156	Halifax and Canso and Guysboro.....	5,000 00	5,000 00
49	157	Halifax and Newfoundland <i>via</i> Cape Breton ports.....	10,000 00	10,000 00
49	158	Halifax, Mahone Bay, Tancook Island and La Have River.....	4,000 00	4,000 00
51	159	Halifax and Spry Bay.....	4,000 00	4,000 00
52	160	Halifax, South Cape Breton and Bras d'Or Lakes.....	6,000 00	6,000 00
54	161	Halifax and West Coast Cape Breton.....	4,000 00	4,000 00
55	162	Halifax and Sherbrooke.....	2,000 00	2,000 00
57		Mainland and Magdalen Islands.....	18,000 00	
58	163	Mulgrave and Canso.....	6,500 00	6,500 00
60	164	Mulgrave and Guysboro.....	5,500 00	5,500 00
61	165	Newcastle, Neguac and Escuminac, Miramichi River and Bay.....	2,500 00	2,500 00
63	166	Pelee Island and the Mainland.....	8,000 00	8,000 00
66	167	Petit de Grat and I.C.R. terminus at Mulgrave.....	7,000 00	7,000 00
67	168	Petitcodiac River, Moncton and way ports.....	2,500 00	2,500 00
69	169	Pictou, Montague, Murray Harbour and Georgetown.....	5,000 00	5,000 00
70	170	Pictou, New Glasgow, Antigonish County and Mulgrave.....	1,000 00	1,000 00
70	171	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
73	172	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain...	8,500 00	6,500 00
74		Quebec and Harrington.....	28,000 00	
77		Quebec and Gaspé Basin.....	8,500 00	
79	173	Quebec and ports on the North and/or South Shores of the Gulf of St. Lawrence, and/or between ports in Prince Edward Island, Nova Scotia, Newfoundland and the Magdalen Islands.....		70,000 00
81		Riviere du Loup, Tadousac and North Shore ports..	6,000 00	
81	174	St. Catharines' Bay and Tadousac.....		886 67
83	175	St. John and Cumberland Basin.....	3,000 00	3,000 00
85	176	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
86	177	St. John and Bridgetown.....	2,500 00	2,500 00
87	178	St. John and Digby.....	20,000 00	20,000 00



EXPLANATION OF ESTIMATES for the year ending March 31, 1920—*Continued.*

Page No.	Vote No.		1918-19.	1919-20.
		LOCAL SERVICES— <i>Concluded.</i>	\$ cts.	\$ cts.
89	179	St. John, Digby, Annapolis and Granville.....	2,000 00	2,000 00
90	180	St. John, Bay of Fundy and Minas Basin.....	8,000 00	8,000 00
91	181	St. John, Westport and Yarmouth.....	10,000 00	10,000 00
93	182	St. Stephen, N. B., St. Croix River, Deer Island and Campo-bello.....	6,000 00	6,000 00
95	183	Sydney and Bay St. Lawrence.....	6,000 00	6,000 00
96	184	Sydney and Whycocomagh.....	3,000 00	3,000 00
98		Sydney and East Coast Cape Breton.....	5,500 00	
99	185	Sydney, Bras d'Or Lake ports and East and West Coasts of Cape Breton.....		14,000 00
99	186	Expenses of supervision.....	3,000 00	3,000 00
			1,597,234 00	2,467,120 67
		AUTHORIZED BY STATUTE.		
28		Canada, China and Japan (1-2 Geo. V, Chap. 25).....	121,666 66	121,666 66
100		Canada and France (8-9 Ed. VII, Chap. 36).....	200,000 00	
			1,918,900 66	2,588,787 33



SESSIONAL PAPER No. 10a

## ATLANTIC OCEAN SERVICES

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING CO., LTD.

Contract No. 46.

T. &amp; C. File No. 18043.

*Vote 139—Steam service between Canadian Atlantic ports and Australia and New Zealand—*

1918-19.. . . . .	\$ 70,000
1919-20.. . . . .	140,000

*Contractors.*—New Zealand Shipping Co., Ltd., of New Zealand. (Canadian address: 213 Board of Trade building, Montreal, Que.)

*Contract Dated.*—October 15, 1913.

*Duration of Contract.*—Close of navigation on the St. Lawrence in 1913, to the corresponding time in 1915. The service has since been continued under Orders in Council dated March 24, 1916, July 13, 1916, October 19, 1916, December 14, 1916, April 5, 1917, and December 19, 1918. No subsidized sailings were made in 1918, owing to the impossibility of obtaining vessels. The contractors were, however, able to despatch three sailing vessels during the year.

*Service.*—Monthly, sailing on or about the 20th day of each month.

*Ports of Call.*—(a) During the season of open navigation on the St. Lawrence, from Montreal to the ports, or any three of the ports, of Auckland, Wellington, Lyttleton and Dunedin, N.Z., and the ports of Melbourne and Sydney, Aus., calling at such other ports in New Zealand or Australia as the contractors may desire.

(b) During the season of closed navigation on the St. Lawrence, from St. John, N.B., calling at Halifax, and thence proceeding to the ports in New Zealand and Australia mentioned in paragraph (a).

*Speed and Capacity Required.*—10 knots, each ship to be capable of carrying 7,500 tons at 40 cubic feet to the ton.

*Subsidy.*—\$140,000 per annum, payable in monthly instalments of \$11,666.66. Under recent Orders in Council the subsidy is \$11,666.66 per voyage as a temporary arrangement.

*Cold storage.*—Steamers to be fitted with reasonable cold storage accommodation should occasion warrant.

*Deduction for Short Cargo.*—An average cargo of 5,000 tons on each monthly trip is to be carried throughout the year; and \$2 is to be deducted from the subsidy at the end of each year for every ton short of the total measurement or weight which should have been carried upon such number of sailings as may have been performed, based upon the said 5,000 tons per voyage.



9 GEORGE V, A. 1919

*Mails.*—To be carried free.*Trade Commissioners.*—To be carried free.*Intercolonial Railway Clause.*—Included.

## DISTANCES.

	Miles.
St. John to Melbourne.. . . . .	12,435
Halifax to Melbourne.. . . . .	12,250
Montreal to Melbourne.. . . . .	12,895
Melbourne to Sydney.. . . . .	575
Sydney to Auckland.. . . . .	1,275
Auckland to Wellington.. . . . .	555
Wellington to Lyttleton.. . . . .	175
Lyttleton to Dunedin.. . . . .	181
Distance between terminal ports—Summer.. . . . .	15,656
Winter.. . . . .	15,303

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger accommodation.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In.	Of.
	Ft.	Ft.	Ft.					Cu. ft.		Knots			
Mahana.....	500·5	63·3	31·1	7,509	11,700	12,100	Nil.	300,000	1050	13	Southampton.	1917	Steel.
Mahia.....	477·6	63·1	39·7	6,966	10,835	12,190	Nil.	323,080	997	12	"	1917	Steel.
Parattah....	375·6	48·7	27·3	2,628	4,196	6,500	Nil.	Nil.	400	11	London.....	1904	Steel.
Sussex.....	420	54	28·7	5,126	6,930	9,485	Nil.	43,583	505	10	"	1900	Steel.
Whakatane..	420	54	28·7	3,686	5,754	8,775	Nil.	221,000	491	10½	Newcastle....	1900	Steel.

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED (OUTWARDS).		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measurement.			
			Tons.	Tons.			\$ cts.
1910.	8	Nil.	11,458	45,014	Nil.	Nil.	80,000 00
1911.	12	1	12,304	73,640	Nil.	Nil.	120,000 00
1912.	12	15	18,011	75,201	10	Nil.	120,000 00
1913.	12	3	10,901	69,792	24	Nil.	121,666 66
1914.	12	Nil.	44,245	74,569	Nil.	Nil.	140,000 00
1915.	10	1	29,024	64,234	Nil.	Nil.	116,666 66
1916.	7	Nil.	19,738	46,820	Nil.	Nil.	81,666 62
*1917.	5	Nil.	11,882	37,704	Nil.	Nil.	58,333 30
1918.	No subsidized service was performed.						

\*No trips were performed after October 28, 1917.  
No Inward passengers or cargo are carried.



SESSIONAL PAPER No. 10a

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			WEST INDIAN AND NEWFOUNDLAND ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$			\$
1912.....	2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760
1913.....	4,170	59,515	3,364,605	6,661	10,200	1,150,674	70	77	40,888	10,901	69,792	4,556,167
1914.....	44,097	68,265	4,621,301	96	6,287	960,713	52	17	26,435	44,245	74,569	5,608,449
1915.....	28,184	60,133	4,591,310	634	4,053	698,363	206	48	130,555	29,024	64,234	5,420,228
1916.....	19,125	33,350	3,668,739	371	13,461	2,019,011	242	9	118,436	19,738	46,820	5,806,186
1917.....	10,719	32,246	3,783,900	885	5,405	727,185	278	53	113,762	11,882	37,704	4,624,847
1918.....	No subsidized service was performed.											

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Lumber, automobiles and parts thereof, calcium carbide, chair stock, paper, sole leather, agricultural implements, rubbers, iron pipe, hardware, cattle, clothes pins, seed, fruit jars, corsets, cereal foods, wire, steel rails and organs.

*Of United States Origin.*—Cereal foods, machinery, automobiles and parts thereof, steel rails, organs, lumber, fruit jars, roofing paper, shoe polish, wire and sewing machines.

*Of West Indian Origin.*—Coffee, cocoa, pimento, ginger and cassava products.

## CANADA AND GREAT BRITAIN.

Contract No. 1.

T. &amp; C. File 20930.

THE WHITE STAR-DOMINION LINE.

THE CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE CUNARD LINE.

*Vote 140.—Ocean and mail service between Canada and Great Britain.*

1918-19.. . . . .	\$ 400,000
1919-20.. . . . .	1,000,000

*Contractors.*—The Canadian Pacific Ocean Services, Limited, Montreal, Que.

*Contract dated.*—December 13, 1916.

*Duration of contract.*—From the close of navigation on the St. Lawrence, 1916, until the opening of navigation in 1917.

Owing to the uncertain shipping conditions occasioned by the war, this contract was not renewed, but an Order in Council was passed on the 7th June, 1917, authorizing that an arrangement be entered into with the following companies:—

The Canadian Pacific Ocean Services, Ltd., Montreal.

The White Star-Dominion Line, Montreal.

The Cunard Line, Montreal.



for a service of two round voyages each week, at a subsidy of \$5,291 per round voyage, or half of the said sum for a single trip; the Post Office Department to employ the best steamships available among those provided by the respective companies for the carriage of the mails; the terminal ports to be the same as during 1916-17; the agreement to take effect from the opening of navigation 1917, and to be continued until the close of navigation on the St. Lawrence river in 1917. No limit was set as to stowage space for mails.

In December, 1917, a further arrangement was made with the above steamship companies, by which the best steamships sailing from St. John or Halifax would be utilized. The subsidy to be paid them was \$11,363.63 per round trip for 25,000 cubic foot space occupied by the mails each way, and so in proportion for every additional cubic foot.

On July 5, 1918, an Order in Council was passed covering this service during the 1918 season of open navigation on the St. Lawrence, at a subsidy of \$5,291 for each round voyage, irrespective of the space occupied by the mails; the said subsidy to be paid to such steamships as might be employed by the Post Office Department.

On November 29, 1918, an Order in Council was passed authorizing payment of subsidy for the coming winter season on the same terms as those of the previous winter, *i.e.*, \$11,363.63 per round trip for 25,000 cubic feet of space in each direction, and proportionately for each additional foot occupied.

Ports of call.—

- 1. In Canada—Quebec *or* Montreal in summer, and St. John *or* Halifax in winter, at the option of the contractors.
- 2. In Great Britain—Liverpool; though the ports of Glasgow or London may be substituted with the approval of the Minister.

Mails.—To be carried free.

Subsidy.—\$5,291 for each round voyage in summer; and \$11,363.63 for each round voyage in winter for 25,000 cu. ft. mail space and so in proportion for every additional cubic foot.

DISTANCES.

	Miles.
Montreal to Quebec .. . . .	139
Quebec to Rimouski.. . . .	183
Rimouski to Liverpool (via Belle Isle).. . . .	2,438
Rimouski to Liverpool (via Cape Race).. . . .	2,638
St. John to Halifax.. . . .	292
Halifax to Liverpool.. . . .	2,595

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Missanabie....	500.6	64.2	37.9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch...	1914	Steel.
Metagama....	500.6	64.2	37.9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch...	1914	Steel.
Corsican.....	500.3	61.2	38.0	7,272	11,419	6,000	150	300	1300	24,270	1440	15	Whiteinch...	1907	Steel.
Grampian....	485.7	60.2	38.1	7,033	10,947	6,100	150	250	1000	23,320	1262	15	Linthouse...	1907	Steel.
Pretorian....	436.9	53.1	29.7	4,855	7,654	7,500				7,326	799	13	Hartlepool...	1901	Steel.
Scandinavian.	550.3	59.3	43.9	7,730	12,099	8,158	Nil.	500	720	19,688	1313	16	Belfast.....	1898	Steel.
Scotian.....	515.3	59.8	23.8	6,442	10,322	4,856	Nil.	406	1012	20,715	1126	15	Belfast.....	1898	Steel.



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## TRAFFIC RETURNS.

Calendar Year.		No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live stock.	Mails.		Subsidy Paid.
								\$ cts.
1907	.....	.....	60,395	162,489	....	Not Stated.		555,432 47
1908	.....	.....	78,117	235,426	.....	Lock Bags	Tied Sacks.	578,447 12
1909	.....	.....	72,787	282,859	738	77,638	59,345	582,713 58
1910	.....	.....	86,920	256,542	.....	110,450	51,285	584,233 60
1911	.....	52	88,645	257,509	Nil.	139,207	54,194	560,225 50
1912	.....	52	98,260	312,867	.....	168,791	66,689	549,168 44
1913	.....	117½	191,688	610,348	.....	255,838	88,614	855,721 00
1914	.....	107	147,717	439,325	Nil.	217,204	102,625	724,147 90
1915	.....	59½	91,940	353,845	Nil.	218,367	69,639	449,685 01
1916	.....	55	73,565	308,167	Nil.	221,418	159,939	264,910 88
1917	White Star Dominion Line.							
	In.....	} 12 {	429	5,231		8,115	4,064	} 42,328 00
	Out.....		6,865	48,132		37,608	11,312	
	Total.....		7,294	53,363	Nil.	45,723	15,376	
	C. P. Ocean Services, Ltd..							
	In.....	} 40½ {	15,904	65,942		78,927	60,595	} 387,116 71
	Out.....		29,426	204,371		91,966	138,929	
	Total.....		45,330	270,313	Nil.	170,893	199,524	
	Cunard Line.....							
	In.....	} 4 {	747	27,762		Nil.	2,560	} 21,164 00
	Out.....		772	376		678	19,622	
	Total.....		1,519	28,138	Nil.	678	22,182	
	Grand Total, 1917.....	56½	54,143	351,814	Nil.	217,394	237,082	450,608 71
1918	C. P. Ocean Services, Ltd.							
	In.....	} 27½ {	11,250	34,551	Nil.	55,023	45,912	
	Out.....		15,876	94,836	Nil.	33,649	86,923	
	Total.....		27,126	129,387	Nil.	88,672	132,835	408,992 88
	Cunard and Donaldson Lines							
	In.....	} 15½ {	Nil.	Nil.	Nil.	Nil.	Nil.	
	Out.....		10,531	147,671	Nil.	125,821	Nil.	
	Total.....		10,531	147,671	Nil.	125,821	Nil.	75,513 94
	White Star—Dominion Line							
	In.....	} 6 {	18	1,754	Nil.	5,914	Nil.	
	Out.....		12,902	51,031	138	54,609	Nil.	
	Total.....		12,920	52,785	138	60,523	Nil.	90,421 79
	Grand Total, 1918—							
	In.....	} 49 {	11,268	36,305	Nil.	60,937	45,912	
	Out.....		39,309	293,538	138	214,079	86,923	
	Total.....		50,577	329,843	138	275,016	132,835	574,928 61



9 GEORGE V, A. 1919

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	By	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.
				\$			\$			\$
1912	Allan steamers	43,709	46,446	7,309,626	16,992	14,330	4,016,411	60,701	60,776	11,326,037
	C.P.R. steamers	25,061	13,190	2,868,071	18,454	26	5,005,707	43,515	13,216	7,873,778
	Total....	68,770	59,636	10,177,697	35,446	14,356	9,022,118	104,216	73,992	19,199,815
1913	Allan steamers	123,187	43,547	12,341,602	15,712	4,541	3,865,260	138,899	48,088	16,206,862
	C.P.R. steamers	40,905	14,954	5,131,824	16,115	66	3,863,253	57,020	15,020	8,995,077
	C.N. steamers	7,983	435	2,154,130	2,973	Nil.	837,417	10,956	435	2,991,547
	Oceanic S.N. Co. steamers	67,998	2,585	5,905,072	15,462	33	1,733,976	83,460	2,618	7,639,048
	Total.....	240,073	61,521	25,532,628	50,262	4,640	10,299,906	290,335	66,161	35,832,534
1914	Allan steamers	97,459	27,660	10,241,329	12,696	905	3,238,993	110,155	28,565	13,480,322
	C.P.R. steamers	33,129	1,954	5,752,587	9,925	479	2,473,813	43,054	2,433	8,226,400
	C.N. steamers	8,727	315	1,795,697	1,616	Nil.	621,913	10,343	315	2,147,610
	Oceanic S.N. Co. steamers	32,471	3,857	4,149,418	6,297	823	1,689,117	38,768	4,680	5,838,535
	Total....	171,786	33,786	21,939,031	30,534	2,207	8,023,836	202,320	35,993	29,962,867
1915	Allan steamers	74,916	14,678	15,339,859	29,739	3,264	10,382,211	104,655	17,942	25,722,070
	C.P.R. steamers	42,480	7,940	15,007,914	34,821	1,065	14,096,136	77,301	9,005	29,104,050
	Oceanic S.N. Co. steamers	9,973	3,894	1,671,230	5,993	67	2,035,832	15,966	3,961	3,707,062
	Total....	127,369	26,512	32,019,003	70,553	4,396	26,514,179	197,922	30,908	58,533,182
1916	*Allan steamers	17,271	1,420	3,475,035	6,263	.....	2,187,546	23,534	1,420	5,662,581
	C.P.R. Oceanic S.N. Co. steamers	109,232	10,063	29,841,059	44,739	1,833	15,605,858	153,971	11,896	45,446,917
	Oceanic S.N. Co. steamers	7,161	483	1,367,576	1,949	61	1,251,979	9,110	544	2,619,555
	Total ..	133,664	11,966	34,683,670	52,951	1,894	19,045,383	186,615	13,860	53,729,053
1917	C. P. Ocean. Serv. Ltd.	170,446	12,085	51,131,721	20,102	1,738	7,256,102	190,548	13,823	58,387,823
	White Star Dominion Line.	41,383	2,638	9,286,809	3,767	344	1,685,062	45,150	2,982	10,971,871
	Cunard Line.		Statistics not received in time for publication.							
	Total....	211,829	14,723	60,418,530	23,869	2,082	8,941,164	235,698	16,805	69,359,694

1918—Statistics not received in time for publication.

\* To April 30 1



SESSIONAL PAPER No. 10a

## PRINCIPAL ARTICLES EXPORTED.

BY C. P. OCEAN SERVICES, LTD.

*Of Canadian Origin.*—Asbestos, copper-nickel matte, silver ore, silver ingots, aluminum ingots, lumber, meats, leather, cheese, wheat, flour, oatmeal, apples, zinc dross, sal ammoniac skimmings, raw furs, scrap brass, pulpboard, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

*Of United States Origin.*—Meats, lard, cereal foods, evaporated plums, doors, wheelbarrows, canned crabs, provisions, washboards and dressed poultry.

BY WHITE STAR—DOMINION LINE.

*Of Canadian Origin.*—Silver ingots, raw furs, wheat, flaxseed, cheese, frozen salmon, lumber, oatmeal, rolled oats, flour, bacon and ham, organs, rags, leather, oil cake meal, paper, fruit, hay and wood handles.

*Of United States Origin.*—Meats and lard.

## CANADA AND NEWFOUNDLAND.

THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

T. &amp; C. File No. 21063.

*Vote 141.—Steam services or services between Canada and Newfoundland—*

1918-19.. . . . .	\$70,000
1919-20.. . . . .	70,000

*Contractors.*—The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

*Contract Dated.*—April 15, 1918.

*Duration of Contract.*—April 1, 1918, to March 31, 1919.

*Service.*—One complete round trip each day, except Sunday, between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may during such period, at the option of the Contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

*Ports of Call.*—North Sydney (or Louisburg), N.S., and Port aux Basques (or Placentia), Nfld.

*Speed required.*—Not stated.

*Subsidy.*—At the rate of \$70,000 per annum, payable quarterly, on June 30, September 30, December 31 and March 31.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Government Wharves.*—Steamers are required to call at Government wharves whenever possible.

## DISTANCES.

	Miles.
North Sydney to Port aux Basques.. . . . .	101
Louisburg to Placentia.. . . . .	250



DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.			Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st. Class.	2nd Class.	3rd Class.				At	In.	Of.
	Ft.	Ft.	Ft.							c.ft.		Kts			
Kyle.....	220	32.3	18.3	548	1,055	.....	68	160	....	Nil.	263	12	Newcastle..	1913	Steel.
Sagona.....	175	28.3	20.3	420	808	327	40	77	....	Nil.	136	11	Dundee.....	1912	Steel.
Glencoe.....	208	30.1	16 7	336	767	.....	42	125	....	Nil.	185	13	Pointhouse..	1899	Steel.

TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	PASSENGERS CARRIED.		Tons Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908.....	153	5,351	9,223	10,176	704	2,112	11,796	\$ 12,272 00
1909.....	150	7,981	13,141	9,886	449	1,927	14,037	9,646 50
1910.....	155	6,427	12,994	15,507	1,203	1,896	14,872	9,993 00
1911.....	159	6,765	11,178	16,538	1,635	1,704	12,633	9,006 50
1912.....	22	9,212	13,686	14,751	1,674	3,344	16,036	31,874 90
1913.....	275	7,620	11,488	22,125	1,996	3,498	21,374	58,829 36
1914.....	289	6,267	8,925	22,035	735	3,462	23,365	64,683 02
1915.....	216½	5,373	9,160	24,087	539	2,654	17,154	48,418 06
1916.....	284	7,056	13,596	32,635	1,729	3,309	22,739	63,625 53
1917.....	270	*In 4,156 Out 3,738	6,221 6,220	37,165 4,044	1,664 21	1,441 1,480	19,960 2,478	55,382 80
	Total ..	7,894	12,441	41,209	1,685	2,921	22,438	
1918.....	255½	In. 5,127 Out 5,058	3,757 4,664	22,707 4,939	3,914 10	1,456 1,844	18,512 2,471	57,140 02
	Total ..	10,185	8,421	27,646	3,924	3,300	20,983	

\* Into St. John's, Nfld.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.  
(Including Live Stock.)

Calen- dar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons measure- ment.	Value.	Tons weight.	Tons measure- ment.	Value.	Tons weight.	Tons measure- ment.	Value.
			\$			\$			\$
1912....	12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156
1913....	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591
1914....	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915....	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761
1916....	16,692	Nil.	1,559,228	9,534	Nil.	1,280,032	26,226	Nil.	2,839,260
1917....	26,838	Nil.	4,165,668	13,192	Nil.	2,585,724	40,030	Nil.	6,751,392
1918....	15,626	Nil.	2,392,697	7,081	Nil.	2,182,497	22,707	Nil.	4,575,194



SESSIONAL PAPER No. 10a

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Flour, oats, oatmeal, hay, bran, feed, potatoes, leather, furniture, oil, cattle, pigs, sheep, beef, pork, iron and steel bars, stoneware, wire mats, fresh meal, condensed milk, trunks, machinery, pulpboard, stoves and felt.

*Of United States Origin.*—Flour, cornmeal, oats, dried fruit, pork, beef, leather, feathers, broom corn, glue and machinery.

## CANADA, THE WEST INDIES AND SOUTH AMERICA.

## THE ROYAL MAIL STEAM PACKET COMPANY.

Contract No. 9.

T. &amp; C. File No. 21510.

*Vote 142.*—Steam service between Canada and the West Indies or South America, or both—

1918-19.. . . . .	\$250,666 66
1919-20.. . . . .	340,666 66

*Contractors.*—The Royal Mail Steam Packet Company, of London, England.

(Canadian representative: John Allsop, 59 Granville St., Halifax, N.S.)

(Freight and passenger agents: Pickford and Black, Halifax, N.S.)

*Contract Dated.*—September 11, 1913.

*Duration of Contract.*—November 1, 1913, to October 31, 1918. This was extended by Order in Council of December 19, 1918, until October 31, 1919.

*Service.*—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days, following alternately the itineraries (a) and (b) given below:—

(a) Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Grenada and Trinidad, and returning from Georgetown to St. John; calling at Trinidad, Grenada, Barbados, Antigua, St. Kitts and Bermuda.

(b) Calling at the following islands: Bermuda, St. Kitts, Antigua, Barbados, Grenada and Trinidad; and returning from Georgetown, calling at Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda.

These itineraries may be subject to any change which may be mutually agreed upon between the minister and the contractors.

The steamers *Chignecto* and *Chaudiere* were requisitioned by the British Shipping Controller in January, 1918, and after that date sailings were made by the *Caraquet* and *Chaleur* from St. John and Halifax alternately, at intervals of three or four weeks, until February, 1919, when the *Chignecto* and *Chaudiere* were restored to the service, and regular fortnightly sailings were resumed.

*Ports of Call.*—As above.

*Speed required.*—11 knots.

*Subsidy.*—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Intercolonial Railway Clause.*—Included.



9 GEORGE V, A. 1919

*Freight charges from St. John to Halifax.*—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

*Delay at Ports.*—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

*Development of Trade.*—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

*Through Rates of Freight.*—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

*Transfer by connecting lines.*—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

*No discrimination.*—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant, shipper or importer in the same colony.

*Through Bills of Lading.*—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.

## DISTANCES.

Southbound—	Miles.
St. John to Halifax.....	288
Halifax to Bermuda.....	764
Bermuda to St. Kitts.....	942
St. Kitts to Antigua.....	60
Antigua to Montserrat.....	35
Montserrat to Dominica.....	97
Dominica to St. Lucia.....	81
St. Lucia to St. Vincent.....	59
St. Vincent to Barbados.....	96
Barbados to Grenada.....	147
Grenada to Trinidad.....	96
Trinidad to Demerara.....	374
	<hr/>
	3,039

Northbound—	Miles.
Demerara to Trinidad.....	368
Trinidad to Grenada.....	96
Grenada to Barbados.....	147
Barbados to Antigua.....	295
Antigua to St. Kitts.....	59
St. Kitts to Bermuda.....	940
Bermuda to St. John.....	852
	<hr/>
	2,757



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st-Class.	2nd Class.	3rd Class.				At.	In.	Of.
	Ft.	Ft.	Ft.							C.ft					
Chignecto..	400.5	47.2	31.1	2,999	4,744	5,567	41	60	90	4988	418	11	Belfast.....	1893	Steel.
Chaleur.....	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.....	1893	Steel.
Caraquet...	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudière..	370	45.9	25	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro	1899	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
										\$ cts.
1907.....	30	.....6,510			..... 119,787		Not stated.	Not stated.		63,510 00
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measure-ment.		Lock Bags.	Tied Sacks	
1908.....	30	1,558	1,065	1,738	36,113	79,154	86	52	3,833	65,700 00
1909.....	30	1,573	987	1,993	63,129	54,953	1,100	246	3,805	65,700 00
1910.....	30	1,595	1,170	2,748	66,474	82,800	390	463	3,225	65,700 00
1911.....	29	1,044	857	1,346	69,927	76,398	151	209	2,543	65,700 00
1912.....	30	1,090	1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
1913.....	28½	887	827	1,016	52,313	70,209	44	144	2,396	131,737 12
1914.....	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33
1915.....	26	959	786	2,727	78,414	94,781	34	518	3,472	340,666 56
1916.....	26	1,459	461	3,948	100,883	127,631	31	1,690	3,146	340,666 66
1917.....	25	In 691	217	1,245	87,511	.....	2	1,620	842	334,115 38
		Out 562	205	1,011	6,531	99,504	30	1,801	1,128	
		Total..1,253	422	2,256	94,042	99,504	32	3,421	1,970	
1918.....	16	In 788	246	686	64,607	Nil.	Nil.	1,246	469	209,640 96
		Out 556	143	378	6,084	72,370	86	1,464	786	
		Total..1,344	389	1,064	70,691	72,370	86	2,710	1,255	

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S.  
Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above for 1913.



ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.  
(Including Live Stock.)

Calen- dar Year.	From.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons. Weights	Tons. Measure- ment.	Value.	Tons. Weight.	Tons. Measure- ment.	Value.	Tons. Weight.	Tons. Measure- ment.	Value.
				\$			\$			\$
1912...	St. John...	1,377 <sup>1</sup> / <sub>2</sub>	20,099 <sup>3</sup> / <sub>4</sub>	383,536	.....	.....	.....	1,377 <sup>1</sup> / <sub>2</sub>	20,099 <sup>3</sup> / <sub>4</sub>	383,536
	Halifax...	5,044 <sup>3</sup> / <sub>4</sub>	62,147 <sup>1</sup> / <sub>2</sub>	1,941,990	.....	.....	.....	5,044 <sup>3</sup> / <sub>4</sub>	62,147 <sup>1</sup> / <sub>2</sub>	1,941,990
Total..	.....	6,422 <sup>1</sup> / <sub>2</sub>	82,247 <sup>1</sup> / <sub>4</sub>	2,325,526	Nil.	Nil.	Nil.	6,422 <sup>1</sup> / <sub>4</sub>	82,247 <sup>1</sup> / <sub>4</sub>	2,325,526
1913...	St. John...	2,137	13,038	259,381	.....	.....	.....	2,137	13,038	259,381
	Halifax...	5,786	56,819	1,800,169	.....	.....	.....	5,786	56,819	1,800,169
Total..	.....	7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550
1914...	St. John...	1,557	15,120	234,008	.....	.....	.....	1,557	15,120	234,008
	Halifax...	2,951	75,254	2,384,256	.....	.....	.....	2,951	75,254	2,384,256
Total..	.....	4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915...	St. John...	2,031	12,362	301,659	.....	.....	.....	2,031	12,362	301,659
	Halifax...	3,621	82,419	3,206,176	.....	.....	.....	3,621	82,419	3,206,176
Total..	.....	5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835
1916...	St. John...	1,781	15,899	425,664	.....	.....	.....	1,781	15,899	425,664
	Halifax...	2,812	96,907	4,272,628	.....	.....	.....	2,812	96,907	4,272,628
Total..	.....	4,593	112,806	4,698,292	Nil.	Nil.	Nil.	4,593	112,806	4,698,292
1917...	St. John...	1,460	14,570	532,012	.....	.....	.....	1,460	14,570	532,012
	Halifax...	5,071	89,820	5,726,139	.....	.....	.....	5,071	89,820	5,726,139
Total..	.....	6,531	104,390	6,258,151	.....	.....	.....	6,531	104,390	6,258,151
1918...	St. John...	3,789	36,113	3,065,587	.....	.....	.....	3,789	36,113	3,065,587
	Halifax...	2,295	36,257	3,194,007	.....	.....	.....	2,295	36,257	3,194,007
Total...	.....	6,084	72,370	6,259,594	Nil.	Nil.	Nil.	6,084	72,370	6,259,594

PRINCIPAL ARTICLES EXPORTED FROM CANADA.

*All of Canadian Origin.*—Fish, canned salmon, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper and biscuits.

CANADA AND SOUTH AFRICA.

ELDER DEMPSTER AND Co., LTD.

Contract No. 2.  
T. & C. File No. 21079.

*Vote 143.—Steam service between Canada and South Africa—*

1918-19..	.....	\$ 73,000
1919-20..	.....	146,000

*Contractor.*—Elder Dempster & Co., Ltd., 133 Board of Trade Building, Montreal, Que. (Head office: Colonial House, Water Street, Liverpool, England).



## SESSIONAL PAPER No. 10a

*Contract dated.*—Oct. 3, 1916.

*Duration of Contract.*—October 1, 1916, to September 30, 1917. Owing to losses occasioned by the war contract was not renewed; but an Order in Council was passed authorizing the payment of \$12,166.66 for each trip made by the company in accordance with the provisions of the previous contract.

*Service.*—Monthly, during the first fifteen days of each month.

*Ports of Call.*—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

Four of the steamers of this line were requisitioned by the British Shipping Controller at the end of 1917. Since that date there have been three sailings, one in January, 1918, and one in June, both being made by the *Kwarra*; and one in September by the *Troutpool*.

*Speed required.*—10 knots.

*Subsidy.*—\$146,000 per annum, payable quarterly.

*Coaling.*—Steamers may call at any Canadian port solely for the purpose of coaling.

*Intercolonial Railway Clause.*—Included.

*Cold Storage.*—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

*Additional Vessels.*—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Supervision of handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

*Exemption from calling at Canadian Ports.*—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

## DISTANCES.

	Miles.
Montreal to Cape Town.. . . .	7,338
" Port Elizabeth.. . . .	7,778
" East London.. . . .	7,909
" Durban.. . . .	8,162
St. John to Cape Town.. . . .	6,978
" Port Elizabeth.. . . .	7,413
" East London.. . . .	7,549
" Durban.. . . .	7,802



DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts			
Bendu.....	375.2	47.3	18.9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne...	1906	Steel.
Kaduna.....	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro.....	1910	Steel.
Kwarra.....	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro.....	1910	Steel.
Benguela.....	425.5	53.0	29.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne.	1910	Steel.
Benin.....	375.2	47.3	18.8	2,815	4,348	7,170	Nil	10,000	396	10½	Newcastle.....	1907	Steel.
Patani.....	370.3	49.3	30.3	3,087	4,810	6,500	Nil	Nil	379	10½	Belfast.....	1905	Steel.
Troutpool...	325.0	48.0	22.9	2,110	3,281	5,200	Nil	Nil	302	9½	Stockton.....	1903	Steel.

TRAFFIC RETURNS (Outward voyages).

No cargo is carried inward.

Calendar Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
							\$ cts.
1907.....	12	Not stated...	47,314		Not stated...	Nil.	146,000 00
			Weight.	Meas.			
1908.....	12	5	25,690	16,977	69	Nil.	146,000 00
1909.....	12	21	29,840	26,140	Nil.	Nil.	146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	146,000 00
1912.....	12	14	31,210	34,980	1,013	Nil.	146,000 00
1913.....	14	Nil.	45,316	53,498	371	Nil.	146,000 00
1914.....	12	3	45,296	33,563	235	Nil.	146,000 00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999 92
1916.....	10	Nil.	30,797	38,630	Nil.	Nil.	121,666 68
1917.....	9	Nil.	23,140	36,653	Nil.	Nil.	109,500 02
1918.....	3	Nil.	9,972	9,054	Nil.	Nil.	36,499 98

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
			\$			\$			\$
1912.....	28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682
1913.....	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669
1914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
1915.....	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580
1916.....	28,465	24,600	3,350,296	2,332	14,030	1,430,772	30,797	38,630	4,781,068
1917.....	20,404	24,209	3,644,333	2,736	12,444	1,390,856	23,140	36,653	5,035,189
1918.....	9,889	8,630	2,714,870	83	424	74,670	9,972	9,054	2,789,540

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Flour, agricultural machinery, calcium carbide, binder twine, automobiles, paper, cattle, lumber, wax, carriageware, cereal foods, eggfillers, chairs, woodenware, wheat, and furniture.

Of United States Origin.—Automobiles, mining machinery, fruit jars, lumber, mules, wax, condensed milk, chairs and wheelbarrows.



SESSIONAL PAPER No. 10a

# HALIFAX, ST. JOHN'S, NFLD., AND LIVERPOOL.

FURNESS, WITHY & Co., LTD.

Contract No. 3.

T. & C. File No. 16107.

*Vote 144.—Steam Service between Halifax, St. John's, Nfld., and Liverpool—*

1918-19.. . . . .	No subsidy voted.
1919-20.. . . . .	\$20,000

*Contractors.*—Furness, Withy & Co., Ltd., of Liverpool, England. (Canadian address: Montreal, Que.).

*Contract dated.*—March 22, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917. (This contract has not been renewed yet, owing to war conditions.)

*Service.*—Sailing at regular intervals of not less frequency than once in every seventeen days from each of the terminal ports of Halifax and Liverpool, calling each way at St. John's, Nfld.

*Ports of Call.*—Halifax, St. John's, Nfld., and Liverpool.

*Speed required.*—10 knots.

*Subsidy.*—\$20,000 per annum, payable quarterly in July, October, January and April.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Supervision of handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by these vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose should the Minister of Agriculture for Canada deem it advisable.

*Distance.*—Halifax to Liverpool, 2,453 miles.



DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Durango.....	332	41·7	28·8	1,927	3,008	4,834	2	.....	.....	Nil.	299	12	Sunderland..	1895	Steel.
Tabasco.....	331·6	41·7	26·0	1,913	2,987	.....	.....	.....	.....	Nil.	360	...	Sunderland..	1895	Steel.
Graciana.....	361	46·2	17·7	2,883	3,536	6,350	Nil.	.....	.....	Nil.	364	11½	Glasgow.....	1903	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Packages.	Subsidy Paid.
1907.....	29½	353	65,832	Not stated.....	Not Stated...	\$17,500
1908.....	25	53	44,132	Nil.	54	20,000
1909.....	27½	85	50,847	Nil.	Nil.	20,000
1910.....	27	80	103,144	Nil.	Nil.	20,000
1911.....	25	64	114,357	Nil.	Nil.	20,000
1912.....	24	63	104,466	Nil.	17	19,583 33
1913.....	23	378	108,338	Nil.	Nil.	19,000 00
1914.....	18½	376	89,436	Nil.	Nil.	17,666 66
1915.....	15	17	96,064	2	2,875	14,500 00
1916.....	17½	7	31,709	39,430	2,297	16,500 00
1917 to March 31.	5	In 1	960	Nil.	Nil.	3,000 00
		Out 4	25,300	Nil.	Nil.	
		Total .... 5	26,260	Nil.	Nil.	
1918 No service was performed.....						



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## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES AND WEST INDIAN ORIGIN.			TOTAL.		
		Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value.	Tons Weight.	Tons Meast.	Value.
1912	St. John's, Nfld.	1,977	2,117	\$ 193,237	2,274	827	\$ 311,232	4,251	2,944	\$ 504,469
	Liverpool.....	2,022	76,725	1,133,859	Nil.	Nil.	Nil.	2,022	76,725	1,133,859
	Total.....	3,999	78,842	1,327,096	2,274	827	311,232	6,273	79,669	1,638,328
1913	St. John's, Nfld.	2,266	4,923	276,760	1,330	991	257,284	3,596	5,914	534,044
	Liverpool.....	19,784	58,695	2,078,260	328	554	41,029	20,122	59,249	2,119,289
	Total.....	22,050	63,618	2,355,020	1,668	1,545	298,313	23,718	65,163	2,653,333
1914	St. John's, Nfld.	2,631	1,488	263,829	892	580	229,527	3,523	2,068	493,356
	Liverpool.....	7,272	61,264	1,568,683	2,541	111	144,615	9,813	61,375	1,713,298
	Total.....	9,903	62,752	1,832,512	3,433	691	374,142	13,336	63,443	2,206,654
1915	St. John's, Nfld.	2,657	2,036	367,579	552	225	76,741	3,209	2,261	444,320
	Liverpool.....	11,175	49,634	1,957,111	3,181	2,850	1,830,250	14,356	52,484	3,787,361
	Total.....	13,832	51,670	2,324,690	3,733	3,075	1,906,991	17,565	54,745	4,231,681
1916	St. John's, Nfld.	5,230	3,209	549,452	2,197	266	347,528	7,427	3,475	896,980
	Liverpool.....	14,145	33,673	2,641,024	9,821	892	2,835,730	23,966	34,565	5,476,754
	Total.....	19,375	36,882	3,190,476	12,018	1,158	3,183,258	31,343	38,040	6,373,734
1917	St. John's, Nfld.	503	110	43,201	243	20	28,442	746	130	71,643
	Liverpool.....	1,474	13,861	805,334	9,086	1	41,587,130	10,560	13,861	42,392,464
	Total.....	1,977	13,971	848,535	9,329	21	41,615,602	11,308	13,992	42,464,137
1918	No service was	perform	ed.....	.....	.....	.....	.....	.....	.....	.....

\*To March 31.

## PRINCIPAL ARTICLES EXPORTED.

## TO LIVERPOOL.

*Canadian Origin.*—Lumber, boxboards, wood tops, wood shanks, apples, cider, canned apples, canned lobsters, canned beef, fish, seal oil, cod oil, tallow, oats, cheese, furs, machinery, lawn mowers, wire fencing, scrap brass, metals, lead ashes, leather, flour, wheat, sacks and bone black.

*United States Origin.*—Flour, pork, shoes, lamp chimneys, brass discs, motor cars, meats, lard, oak timber.

*West Indian Origin.*—Lignum vitæ, satinwood, dye extract, oranges, rum, sugar, cocoanuts, and limejuice.

## TO ST. JOHN'S.

*Canadian Origin.*—Apples, fruits, peas, canned vegetables, hay, flour, cheese, condensed milk, confectionery, meats, fish, medicines, tea, dry goods, rubbers, paper, stoves, smallwares, roofing, bricks, paint, nails, cordage, sacks, tripoli, and naphtha.

*United States Origin.*—Boots and shoes, shoe manufacturing material, furniture, hardware, canned and pickled meats, lard, provisions, groceries, flour, feed, corn, rolled oats, meal, seeds, earthenware, and bottled beer.

*West Indian Origin.*—Greenheart, mahogany, rum, bay rum, sugar and molascuit.







# PACIFIC OCEAN SERVICES.







CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.

T. & C. File No. 21509.

Vote 145.—*Steam Service between Canada and Australia or New Zealand, or both, on the Pacific Ocean—*

1918-19 .. .. .	\$180,509
1919-20 .. .. .	180,509

*Contractors.*—The Union Steamship Co., of New Zealand, Ltd.  
(Canadian address: Canadian Australasian Royal Mail Line, 440 Seymour Street, Vancouver, B.C.)

*Contract Dated.*—July 12, 1916.

*Duration of Contract.*—August 1, 1916, to July 31, 1917. This contract was extended by Order in Council for a period of one year from August 1, 1917, under the same terms and conditions, and was again extended by Order in Council of August 23, 1918, until July 31, 1919.

*Service.*—Sailing every four weeks. Owing to war conditions, and the fact that only two mail vessels have been permitted by the shipping controller to remain on the service, it has been found impossible to keep up a regular sailing every four weeks during 1918; but sailings were made as frequently as was practicable. Each voyage was extended to Australia, although this was not required by the contract.

*Ports of Call.*—Vancouver, B.C., Victoria, B.C., Honolulu, in the Sandwich Islands, Suva, in the Fiji Islands and Auckland, N.Z.

If required by the Minister, each voyage from Canada to New Zealand shall be extended to a port or ports in Australia.

The call at Suva is conditional upon the Government of Fiji also continuing their contract for a like period and on the same terms as heretofore, and also upon their maintaining the same charges for light and other dues levied on ships employed in the service.

*Speed required.*—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

*Subsidy.*—£37,090 18s. 2d. per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

*Deductions from Subsidy.*—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

*Preference to Canadian Shippers.*—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.



Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

DISTANCES.

	Miles.
Vancouver to Victoria.. . . . .	85
Victoria to Honolulu.. . . . .	2,342
Honolulu to Suva, Fiji.. . . . .	2,799
Suva to Auckland.. . . . .	1,140
Total.. . . . .	6,366

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu.ft.					
Makura.....	480	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16 <sup>1</sup> / <sub>2</sub>	Glasgow....	1908	Steel.
Niagara....	542	66	37·6	7,581	13,444	3,800	289	210	276	63,200	*12,500	17 <sup>3</sup> / <sub>4</sub>	Clydebank.	1913	Steel.

\*Indicated Horse Power.

TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
		Number.	Tons.				\$ cts.
1907.....	10	4,687	30,684	Not stated.	Not stated.		138,853 10
1908.....	13	5,707	22,110	"	"		222,164 96
					Lock bags.	Tied sacks	(Part of this is on account of 1907 ser- vice).
1909.....	12	5,397	45,453	47	10,727	428	180,509 00
1910.....	13	6,153	60,615	15	12,558	601	180,509 00
1911.....	13	6,445	59,756	Nil.	11,832	950	180,509 00
1912.....	13	6,173	43,997	34	15,301	183	180,509 00
1913.....	13	6,734	42,168	13	14,038	1,703	180,509 00
1914.....	12 <sup>1</sup> / <sub>2</sub>	5,886	42,615	76	15,338	907	173,566 36
1915.....	13	4,366	48,827	8	20,845	936	180,509 00
1916.....	13	4,311	59,597	Nil.	22,281	753	180,509 00
1917.....	13	In... 2,022 Out.. 1,848	23,648 31,958	Nil. 20	11,294 19,365	374 399	180,509 00
		Total, 3,870	55,606	20	30,659	773	
1918.....	12	In... 3,743 Out., 2,849	27,143 36,062	Nil. Nil.	18,938 53,457	281 422	166,623 72
		Total 6,592	63,205	Nil.	72,395	703	



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## ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
1912	Auckland...	1,599	Nil.	\$ 263,581	1,136	Nil.	\$ 535,463	2,833	Nil.	\$ 799,044
	Suva.....	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
	Honolulu...	203	Nil.	26,654	Nil.	Nil.	Nil.	203	Nil.	26,654
	Sydney.....	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
	Total.....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451
1913	Auckland...	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
	Suva.....	113	3,646	121,949	106	142	41,240	219	3,788	163,189
	Honolulu...	175	40	25,977	1	—	337	176	40	26,314
	Sydney.....	530	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
	Total.....	1,018	12,552	777,412	4,573	3,369	2,352,129	5,591	15,921	3,129,541
1914	Auckland...	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
	Suva.....	138	3,901	128,844	87	160	42,276	225	4,061	171,120
	Honolulu...	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
	Sydney.....	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
	Total.....	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915	Auckland...	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
	Suva.....	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
	Honolulu...	2	2	923	—	—	—	2	2	923
	Sydney.....	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
	Total.....	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485
1916	Auckland...	3,084	4,604	645,970	409	3,405	511,380	3,493	8,009	1,157,350
	Suva.....	910	1,850	160,285	79	687	88,275	989	2,537	248,560
	Honolulu...	1	36	3,602	—	—	—	1	36	3,602
	Sydney.....	3,525	9,533	1,380,367	580	8,843	1,707,840	4,105	18,376	3,088,207
	Total.....	7,520	16,023	2,190,224	1,068	12,935	2,307,495	8,588	28,958	4,497,719
1917	Auckland...	4,813	6,211	1,099,650	77	2,696	411,012	4,890	8,907	1,510,662
	Suva.....	54	1,353	108,806	1	396	64,233	55	1,749	173,039
	Honolulu...	—	38	3,527	—	—	—	—	38	3,527
	Sydney.....	2,809	8,419	1,301,674	—	5,091	1,121,660	2,809	13,510	2,423,334
	Total....	7,676	16,021	2,513,657	78	8,183	1,596,905	7,754	24,204	4,110,562
1918	Auckland...	566	20,400	2,038,144	58	2,448	850,256	624	22,848	2,888,400
	Suva.....	—	1,457	225,363	9	212	68,792	9	1,669	294,155
	Honolulu...	—	105	8,991	—	—	—	—	105	8,991
	Sydney.....	775	5,593	1,641,174	72	4,367	1,696,129	847	9,960	3,337,303
	Total....	1,341	27,555	3,913,672	139	7,027	2,615,177	1,480	34,582	6,528,849

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

*Of United States Origin.*—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.



CANADA, CHINA AND JAPAN.

THE CANADIAN PACIFIC RAILWAY CO.

Contract No. 39.

T. & C. File No. 18857.

Vote 146.—*Steam service between Canada, China and Japan—*

1918-19—Voted.. . . . .	\$253,333 34
Authorized by statute .. . . .	121,666 66
(1-2 Geo. V, Chap. 25).	
	————— \$375,000 00
1919-20—To be voted.. . . . .	\$253,333 34
Authorized by statute .. . . .	121,666 66
	————— \$375,000 00

*Contractors.*—The Canadian Pacific Railway Company, of Montreal, Que.

*Date of Contract.*—October 9, 1917.

*Duration of Contract.*—The latest contract expired on March 31, 1918. An Order in Council was passed on September 19, 1918, authorizing the payment of a subsidy of \$12,000 per round voyage, from April 1, 1918 to March 31, 1919, for 15,000 cubic feet of mail space on the *Monteagle* and *Key West*, and 10,000 cubic feet on the *Empress of Japan*; any additional space occupied by mail matter to be paid for at the rate of 40 cents per cubic foot on the *Monteagle* and *Key West*, and 60 cents per cubic foot on the *Empress of Japan*. The following clauses of the contract are to be held good until March 31, 1919, as far as they can possibly apply.

*Service and Ports of Call.*—Subsidy is paid for a mail service every two weeks in each direction all the year round, between Vancouver, Canada, and Hong Kong, China.

On the voyages in each direction between Vancouver and Hong Kong the steamers must call at Yokohama on every trip; and at Woosung (for Shanghai) on every east-bound trip, and at least once on each alternate westbound trip. They may also call, at the option of the company, at Victoria, Nagasaki, Kobe, Shimidzu and Mailla; and at Amoy or other ports in China.

*Annual overhaul.*—Any of the steamships engaged in this service may be laid off for annual overhaul, provided that substitute steamers are approved of by the Minister of Trade and Commerce, at or before the time of such withdrawal.

*Landing and embarking mails at Shanghai.*—The contractors shall supply a small steam vessel at Shanghai for the purpose of landing and embarking mail to and from steamers lying at the anchorage at the mouth of the Woosung River.

*Mails.*—To be carried free.

*Periods of Transit.*—All mails conveyed under this contract shall be carried between Canada and Hong Kong, in either direction, as expeditiously as possible under existing circumstances brought about by the war.

*Canadian Trade Commissioners.*—To be carried free.

*Passenger and Freight Rates.*—No toll or rate for either passengers or freight shall be charged which discriminates against Canadian passengers, merchants or shippers or against one or more of the Canadian ports on the Pacific Ocean, nor shall such rates for either passengers or freight be in excess of the rates charged on steamships of a similar class from United States ports on the Pacific Coast.

*Subsidy.*—\$12,000 per round trip for 15,000 cubic feet of space on the *Monteagle* or the *Key West*, or for 10,000 cubic feet of space on the *Empress of Japan*; any addi-



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tional space occupied by the mails to be charged for at the rate of 40 cents per cubic foot on the *Monteagle* or *Key West*, or 60 cents per cubic foot on the *Empress of Japan*.

DISTANCES.		Miles.
Vancouver to Yokohama.. . . . .		4,283
Yokohama to Kobe.. . . . .		346
Kobe to Nagasaki.. . . . .		384
Nagasaki to Woosung.. . . . .		448
Woosung to Hong Kong.. . . . .		810
Hong Kong to Manila.. . . . .		628
Total.. . . . .		6,899

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu.ft.					
Empress of Japan.....	455.6	51.2	33.1	3,039	5,940	3,000	200	40	1000	Nil.	1,167	15	Barrow.	1891	Steel.
Monteagle.....	445.0	52.2	27.7	3,953	6,163	5,500	Nil.	97	1000	24,785	705	12	Barrow.	1899	Steel.
Key West.....	396.0	53.0	27.0	3,016	4,796	7,627	Nil.	Nil.	Nil.	Nil.	* 2,500	10	Seattle.	1917	Steel.
Empress of Asia.....	570.1	68.2	42.0	8,883	16,909	3,500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.
Empress of Russia.....	570.2	68.2	42.0	8,789	16,810	3,500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.

\* 1 H.P.

## TRAFFIC RETURNS.

Calendar Year.	No. Round Trips Run.	Number of Passengers Carried.			Tons. of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	3rd Class.	4th Class.	Weight.	Measure-ment.		Lock Bags.	Tied Sacks.	
										\$ cts.
1908.....		1,282	867	10,185	21,296	42,110	Nil.	25,733	Nil.	108,770 00
1909.....		1,106	767	8,239	26,712	Nil.	Nil.	18,158	7,382	121,301 64
1910.....	19½	1,578	942	9,975	10,952	*72,538	Nil.	28,133	4,038	120,855 55
1911.....	12½	1,126	741	7,030	Nil.	40,332	Nil.	19,914	Nil.	121,666 68
1912.....	16	649	1,330	9,669	47,233	Nil.	Nil.	27,426	Nil.	120,855 55
1913.....	19	1,630	1,120	10,821	58,314	Nil.	Nil.	29,561	Nil.	118,038 95
1914.....	15	1,542	734	5,363	40,403	75,179	Nil.	6,515	2,956	167,435 84
1915.....	4½	437	201	2,048	27,766	43,402	Nil.	2,148	426	
1916.....	22½	6,140	1,691	8,365	105,608	188,715	Nil.	46,405	33,107	291,666 66
1917.....	22	In.. 3,583	1,495	34,566	17,820	53,510	Nil.	14,698	4,437	372,395 83
		Out. 3,431	1,429	5,410	27,875	53,015	Nil.	42,122	29,246	
	Total	7,014	2,924	39,966	45,695	106,525	Nil.	56,820	33,683	
1918.....	15	In.. 2,236	708	11,982	9,877	37,500	Nil.	8,016	1,669	146,399 50
		Out. 1,408	695	4,678	18,434	34,070	291	28,181	8,309	
	Total.	3,644	1,403	16,660	28,311	71,570	291	36,197	9,978	(to Aug. 25).

\* And 2,828,034 ft. lumber.

This service was interrupted, owing to the war, in August, 1914, and resumed in March, 1916.



9 GEORGE V, A. 1919

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight. Tons	Measure- ment. Tons	Value. \$	Weight. Tons	Measure- ment. Tons	Value. \$	Weight. Tons	Measure- ment. Tons	Value \$
May 4 to Dec. 31, 1916.....	Nil.	13,956	870,337	Nil.	52,403	10,651,248	Nil.	66,359	11,521,585
1917.....	2,841	11,317	2,346,300	25,034	41,698	23,929,621	27,875	53,015	26,275,921
1918.....	4,480	6,703	1,431,233	13,954	27,367	12,620,537	18,434	34,070	14,051,770

### PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Automobiles, aluminium, drugs and chemicals, provisions, spelter and hardware.

*Of United States Origin.*—Automobiles, aluminium, dry goods, boots and shoes, hardware, machinery, provisions, tobacco, drugs, leather, tin plate, iron and steel, electrical goods and rubber goods.

## PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

THE GRAND TRUNK PACIFIC COAST S. S. CO., LTD.

Contract No. 61.

T. & C. File No. 21181.

*Vote 147.—Steam Service between Prince Rupert, B.C., and Queen Charlotte Islands—*

1918-19 . . . . .	\$21,000
1919-20 . . . . .	21,000

*Contractors.*—The Grand Trunk Pacific Coast S. S. Co., Ltd.

*Date of Contract.*—May 6, 1918.

*Duration of Contract.*—April 1, 1918, to March 31, 1919.

*Service and Ports of Call.*—Fortnightly trips from Prince Rupert, B.C., calling each way at Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Jedway, Lockport, Pacofi, Atli Inlet and Ikeda and calling once each month at Cumshowa Inlet, it being understood that the call at Refuge Bay shall be made by a subsidiary launch service provided by the contractors.

*Speed Required.*—Not stated.

*Subsidy.*—\$21,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.



DISTANCES.

		Miles.
Prince Rupert	to Masset.....	85
Masset	" Port Clements.....	26
Port Clements	" Masset.....	26
Masset	" Prince Rupert.....	85
		222
Prince Rupert	" Refuge Bay.....	20
Refuge Bay	" Sandspit.....	77
Sandspit	" Skidegate.....	5
Skidegate	" Queen Charlotte City.....	2
Queen Charlotte City	" Ikeda.....	100
Ikeda	" Jedway.....	10
Jedway	" Lockeport.....	43
Lockeport	" Prince Rupert.....	128
		385
		607

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	D pth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.						Knots			
Prince Albert.....	232	30	14.1	587	1,015	.....	.....	170	.....	Hull.....	1892	Steel.
Prince John.....	185.3	29.6	10.9	540	905	.....	.....	103	.....	Bowling.....	1910	Steel.

TRAFFIC RETURNS.

Calendar. Year.	No. of Round trips run.	Passengers Carried.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks.	
Nov. to Dec. 31, 1909....	2	61	346	57	Nil.	39	21	\$ 400 00
1910.....	39	3,097	2,089	2,674	4	1,000	599	7,200 00
1911.....	40	5,372	2,105	1,951	1	1,496	1,140	8,200 00
1912.....	44	5,910	3,250	4,081	60	1,328	1,957	8,200 00
1913.....	40	4,588	3,923	*245 M ft.	124	2,359	1,585	8,000 00
1914.....	35	3,175	2,695	*11 M ft.	40	1,780	1,570	7,000 03
1915.....	13	686	1,380	465	117	1,321	Nil.	7,333 30
1916.....	25	1,584	5,264	1,586	116	2,116	Nil.	6,000 00
1917.....	24	2,217	6,553	Nil.	5	1,951	209	19,750 00
1918 .....	34	{In 6,203 Out 4,954	10,914 6,481	Nil. Nil.	32 3	1,226 3,005	255 296	}21,000,00
Total,		11,157	17,395	Nil.	35	4,231	551	

\*Lumber.  
The service for 1915, 1916 and the first quarter of 1917 was performed by the Union S. S. Co. of B.C. Ltd.



VICTORIA AND SAN FRANCISCO.

PACIFIC STEAMSHIP COMPANY.

Contract No. 10.

T. & C. File 20887.

Vote 148.—Steam Service between Victoria and San Francisco—

1918-19.. . . . .	\$3,000
1919-20.. . . . .	3,000

Contractors.—The Pacific Steamship Co. of Seattle, Wash., U.S.A.

(Canadian Agents.—R. P. Rithet & Co., Ltd., 1117, Wharf street, Victoria, B.C.)

Date of Contract.—March 11, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service.—Weekly.

Ports of Call.—Victoria, B.C., and San Francisco, U.S.A.

Subsidy. \$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.

Speed required.—Not stated.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Distance.—Victoria to San Francisco, 750 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
President.....	391	48·0	19·7	2,546	5,218	2,800	340	...	179	.	601	15	Camden, N.J.....	1906	Steel.
Governor.....	391	48·0	19·7	2,550	5,250	2,800	350	...	196	..	679	15	Camden, N.J.....	1907	Steel.
Queen.....	348	38·0	12·6	1,672	2,727	1,400	219	...	88	..	319	13	Philadelphia.....	1882	Steel.
Admiral Schley.	291	36·0	22·0	1,336	2,104	1,300	106	...	42	..	222	12	Philadelphia.....	1898	Steel.
Admiral Watson.	253	38·0	22·0	1,237	2,009	1,100	127	....	150	..	251	12	Toledo.....	1901	Steel.

NOTE.—A steamship service between Victoria and San Francisco, subsidized by the Dominion Government, is required under the terms of the agreement by which British Columbia entered Confederation.



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried	Mails Carried.		Subsidy Paid.
			Weight.	Meas.		Lock Bags.	Tied Sacks	
1908.....	71	2,672	5,239	1,230	Nil.	79	Nil.	\$ 3,000 00
1909.....	57	1,930	2,163	5,225	Nil.	Nil.	Nil.	3,000 00
1910.....	55	1,970	2,130	6,230	Nil.	Nil.	Nil.	3,000 00
1911.....	56	2,050	2,596	5,936	Nil.	Nil.	Nil.	3,000 00
1912.....	52	2,612	6,197	8,654	Nil.	Nil.	Nil.	3,000 00
1913.....	52	3,791	4,779	7,306	Nil.	Nil.	Nil.	3,000 00
1914.....	54	3,630	3,534	4,386	Nil.	Nil.	Nil.	2,971 15
1915.....	52	4,307	1,955	2,435	Nil.	Nil.	Nil.	3,000 00
1916.....	47½	3,249	3,702	2,514	Nil.	Nil.	Nil.	2,769 23
1917.....	52	6,703	4,815	Nil.	Nil.	Nil.	Nil.	3,000 00
1918.....	43½	{In 2,000 Out 1,864	2,874 75	Nil. Nil.	Nil.	Nil.	Nil.	} 2,509 77
Total.		3,864	2,949	Nil.				

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
1912.....	68	226	\$ 47,554	36	214	\$ 39,223	104	440	\$ 85,777
1913.....	63	385	68,418	2	178	17,474	63	563	85,892
1914.....	95	873	128,307	Nil.	87	10,911	95	960	139,218
1915.....	175	306	37,730	6	27	10,514	181	333	48,244
1916.....	212	370	51,323	21	14	4,901	233	384	56,224
1917.....	234	Nil.	55,941	19	Nil.	11,438	253	Nil.	67,379
1918.....	67	Nil.	28,948	8	Nil.	4,475	75	Nil.	33,423

PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Liquors, automobiles, household goods, coal tar, rice meal, plants and bulbs.

*Of United States Origin.*—Empty cylinders.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.

T. & C. File No. 21027.

*Vote 149.—Steam Service between Victoria, Vancouver, Wayports and Skagway—*

1918-19.. . . . .	\$12,500
1919-20.. . . . .	12,500



9 GEORGE V, A. 1919

*Contractors.*—Canadian Pacific Railway Co., Montreal, Que.

*Contract Dated.*—April 5, 1918.

*Duration of Contract.*—April 1, 1918, to March 31, 1919.

*Service.*—Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

*Ports of Call.*—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau, and Skagway.

*Calls at United States Ports.*—Steamers are permitted to call at the United States ports mentioned in the preceding paragraph on outward trips only.

*Subsidy.*—\$12,500 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

DISTANCES.

	Knots.
Victoria to Vancouver.. . . .	73
Vancouver to Port Essington.. . . .	472
Port Essington to Prince Rupert.. . . .	27
Prince Rupert to Port Simpson.. . . .	36
Port Simpson to Ketchikan.. . . .	66
Ketchikan to Skagway .. . . .	307
Total.. . . .	981

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
Princess Sophia.	Ft. 245·2	Ft. 44·1	Ft. 24·0	1,466	2,320	1,200	500	Nil.	Nil.	Nil.	366	14	Paisley.....	1912	Steel.
Princess Alice..	289·0	46·0	17·0	1,903	3,099	500	500	Nil.	Nil.	Nil.	610	17½	Newcastle-on-Tyne.....	1911	"

The "Princess Sophia" was wrecked on October 25, 1918.



SESSIONAL PAPER No. 10a

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.
1907.....	.....	11,206			17,677		Not stated.	Not stated.		For all routes including Vancouver Island service. \$ 17,500 4,375
1908.....	.....	27,625			23,446		264	13,281		
		1st Class.	2nd Class.	3rd Class.	Tons W'ght	Tons Meas.		Lock Bags.	Tied Sacks	
1909.....	.....	23,346	4,427	2,236	25,740	332	130	6,378	8,367	17,500
*1910 .....	.....	10,052	1,846	680	12,536	55	591	3,524	4,119	12,500
1911.....	.....	7,096	1,311	665	8,469	626	85	2,785	6,579	12,500
1912.....	39	10,948	1,216	404	5,315	3,238	900	6,227	5,238	12,500
1913.....	40	12,292	1,416	548	6,409	1,372	482	3,460	9,118	12,500
1914.....	40	12,788	827	811	11,483	349	925	6,665	6,377	12,500
1915.....	40	6,020	601	249	10,818	597	1,521	5,067	7,703	12,500
1916.....	42	7,638	440	199	13,506	180	1,239	3,361	14,207	12,500
1917.....	40	7,616	528	322	13,909	.....	779	4,240	9,347	12,500
1918.....	32½	In 3,020 Out 3,288	277 533	81 31	6,334 10,556	Nil. Nil.	105 53	2,199 2,297	3,004 5,191	11,263_03
		Total 6,308	810	112	16,890	Nil.	158	4,496	8,195	

\*The above figures show traffic carried over routes "A" and "B" during 1907, 1908, and 1909. From 1910 onwards only route "A" has been subsidized, which accounts for the apparent decrease in traffic.

VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 63.

T. & C. File 21026.

Vote 150.—Steam Service between Victoria and West Coast Vancouver Island—

1918-19..	\$5,000
1919-20..	5,000

Contractors.—Canadian Pacific Railway Company, of Montreal, Que.

Date of Contract.—April 5, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service.—Four complete round trips each month from April to September, inclusive, viz.: two trips from Victoria to Clayoquot and way ports; one trip from Victoria to Quatsino including Clayoquot and way ports, and one trip from Victoria to Holberg including Quatsino, Clayoquot, and way ports. For the balance of the year, three complete round trips each month; one to Holberg and way ports, including Quatsino; one to Quatsino and way ports, and one to Clayoquot.



9 GEORGE V, A. 1919

*Ports of Call.*—Victoria, Port Renfrew, Carmanah, Clo-oose, Bamfield, Port Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousat, Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino, and Holberg; and, if sufficient business offers, at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

*Speed Required.*—Not stated.

*Subsidy.*—\$5,000 per annum, payable quarterly in June, September, December and March.

*Mails.*—To be carried free.

DISTANCES.

	Knots.
Victoria to Port Renfrew.. . . . .	54
Port Renfrew to Carmanah.. . . . .	15
Carmanah to Cla-oose .. . . . .	5
Cla-oose to Bamfield.. . . . .	25
Bamfield to New Alberni.. . . . .	34
New Alberni to Sechart.. . . . .	34
Sechart to Ucluelet.. . . . .	12
Ucluelet to Clayoquot.. . . . .	26
Clayoquot to Christie's School... . . . .	3
Christie's School to Ahousaht.. . . . .	9
Ahousaht to Hesquoit.. . . . .	36
Hesquoit to Friendly Cove.. . . . .	25
Friendly Cove to Whaling Station.. . . . .	68
Whaling Station to Kyuquot.. . . . .	11
Kyuquot to Winter Harbour.. . . . .	45
Winter Harbour to Quatsino.. . . . .	22
Quatsino to Holberg.. . . . .	23
Total.. . . . .	447

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Princess Maquinna	232	38	17	978	1777	800	500	Nil.	Nil.	Nil.	Nil.	12	Victoria, B.C.	1913	Steel.



SESSIONAL PAPER No. 10a

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks	
1907.....			6,037		8,999		Not stated.	Not sta	ted...	Included in amount of \$17,500 paid under previous vote.
1908.....			5,606		10,480		151	745		Included in amount of \$4,375 paid under previous vote.
1909.....		3,173	1,318	305	5,837	5,887	63	1,064	972	Included in amount of \$17,500 paid under previous vote.
1910.....		4,692	1,017	595	4,257	6,367	62	1,379	998	\$5,000
1911.....		3,788	348	776	7,072	1,012	67	1,212	734	3,750
1912.....	46	4,954	1,418	1,137	5,241	5,854	111	1,751	937	5,000
1913.....	43	5,173	3,534	Nil.	1,100	7,292	73	2,057	940	5,000
1914.....	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	5,000
1915.....	42	2,984	916	605	7,442	5,382	40	2,936	898	5,000
1916.....	42	3,275	1,343	Nil.	9,756	Nil.	20	2,231	1,817	5,000
1917.....	42	5,292	2,169	Nil.	11,636	Nil.	105	4,353	174	5,000
1918.....	36	In 3,393 Out 3,775	727 . 789	137 301	6,858 9,072	Nil. Nil.	27 124	417 885	1,294 2,642	4,374 94
	Total.	7,168	1,516	438	15,930	Nil.	151	1,302	3,936	

VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS.

THE UNION STEAMSHIP CO. OF BRITISH COLUMBIA, LTD.

Contract No. 18.

T. & C. File No. 21289.

Vote 151.—Steam Service between Vancouver and Northern ports of British Columbia—

1918-19..	\$16,800
1919-20..	16,800

Contractors.—The Union Steamship Company of British Columbia, Ltd., Vancouver, B.C.

Date of Contract.—June 11, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service and Ports of Call.—Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making—

(a) Two calls each way each week at Campbell River and Quathiasca Cove.

(b) One call each way each week at Alert Bay, Sointula, Port Hardy, Shushartie Bay, Namu, Bella Bella, Ocean Falls, Bella Coola, Swanson Bay, Butedale, Claxton, Prince Rupert, Port Simpson.



(c) One call each week at Wadhams, Takush Harbour, Hartley Bay, Oceanic, Inverness, Port Essington, Arrandale, Kincolith, Mill Bay, Anyox, Alice Arm, and weather permitting, at Suquash.

(d) One call one way every two weeks during summer and every four weeks during winter at Smith's Inlet.

(e) One call one way every four weeks at Kitimat.

(f) During the summer season one call one way each week at Calvert Island, China Hat, Lowe Inlet, Rivers Inlet and Schooner Passage, and every two weeks in winter.

(g) During the summer season only one call one way every two weeks at Kimsquit.

Under the present service to Bella Coola by the steamer making that place the terminal, one call per week suffices. If calls are made by the steamer operating through to Prince Rupert calls must be made each way each week.

Speed required.—Not stated.

Subsidy.—\$16,800 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free. The contractors further agree to carry the mails to and from all ports at which they call, whether such call be stipulated in the agreement or not.

Government Wharves.—Steamers must call whenever possible.

DISTANCES

	Miles.		Miles.
Vancouver to Campbell River.....	101	Ocean Falls to Bella Bella.....	28
Campbell River to Quathiasca Cove.....	2	Bella Bella to China Hat.....	39
Quathiasca Cove to Alert Bay.....	81	China Hat to Swanson Bay.....	24
Alert Bay to Sointula.....	5	Swanson Bay to Butedale.....	13
Sointula to Suquash.....	9	Butedale to Hartley Bay.....	28
Suquash to Port Hardy.....	12	Hartley Bay to Kitimat.....	40
Port Hardy to Shushartie Bay.....	19	Hartley Bay to Lowe Inlet.....	21
Shushartie Bay to Takush Harbour.....	39	Lowe Inlet to Claxton.....	41
Takush Harbour to Smith's Inlet.....	12	Claxton to Port Essington.....	9
Smith's Inlet to Wadham's.....	26	Port Essington to Inverness.....	12
Wadham's to Rivers Inlet Cannery.....	14	Inverness to Oceanic.....	7
Rivers Inlet Cannery to Schooner Passage .	13	Oceanic to Prince Rupert.....	14
Schooner Passage to Safety Cove.....	15	Prince Rupert to Port Simpson.....	34
Safety Cove to Namu.....	22	Port Simpson to Arrandale.....	32
Namu to Bella Coola.....	59	Arrandale to Kincolith.....	2
Bella Coola to Kimsquit.....	53	Kincolith to Mill Bay.....	5
Kimsquit to Ocean Falls.....	57	Mill Bay to Anyox.....	33

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.											
Chelohsin...	175.5	35.1	15.7	597	1,133	460	Nil.	Nil.	Nil.	131	13	Dublin.....	1911	Steel.
Venture.....	180.4	32.0	17.0	580	1,011	560	70	200	Nil.	171	12	Glasgow .....	1910	"
Coquitlam..	120	22.2	9.6	166	256	357	Nil.	Nil.	Nil.	28	7½	Vancouver....	1891	"
Camosun. .	192.7	35.2	14.9	794	1,369	713	150	200	Nil.	224	14	Paisley.....	1905	"
Cowichan..	157.1	32.1	13.5	520	962	.....	.....	.....	Nil.	151	.....	Ayr.....	1908	"



SESSIONAL PAPER No. 10a

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passen- gers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measure- ment.		Lock Bags.	Tied Sacks.	
Apr. 1 to Dec. 31, 1912.....	217	19,600	26,451	11,157	928	7,472	Nil.	\$ 7,500
1913.....	189	19,328	99,106	45,433	791	8,042	2,828	15,100
1914.....	209	21,167	31,291	10,600	518	17,256	Nil.	16,800
1915.....	189	15,126	30,627	8,541	602	13,831	Nil.	16,800
1916.....	241	21,424	34,550	14,738	362	16,964	Nil.	16,800
1917.....	236	23,453	31,011	13,511	309	19,526	Nil.	16,800
1918.....	268	In.. 12,929 Out 17,525	21,391 18,725	2,425 14,466	71 159	8,508 12,489	22 78	16,800
	Total .....	30,454	40,116	16,891	230	20,997	100	







## LOCAL SERVICES.







BADDECK AND IONA.

THE BADDECK STEAMSHIP COMPANY, LIMITED.

Contract No. 25.  
T. & C. File 21160.

Vote 152.—Steam Service between Baddeck and Iona—

1918-19.. . . . .	\$5,825
1919-20.. . . . .	5,825

Contractors.—The Baddeck Steamship Company, Ltd., of Baddeck, N.S.

Contract Dated.—May 1, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service.—Two full round trips daily, during open navigation.

Ports of Call.—Baddeck, Iona and McKay's Point; calling at Kempt Head on the Western end of Boularderie Island on trips from Baddeck to Grand Narrows; such calls to be made only on those days on which the steamer *Marion* makes her west-bound trip from Sydney to Whycocomagh; and calling at Grand Narrows whenever there is a reasonable amount of freight to take on or put off at that place.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$5,825 per annum, payable quarterly, in July, October, January and April.

Mails.—To be carried free.

DISTANCES.

	Miles.
Baddeck to Iona.. . . . .	12
" Grand Narrows.. . . . .	20
" McKay's Point... . . . .	10
" Kempt Head... . . . .	5
Distance between terminal points.. . . . .	20

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft	Ft.	Ft.									
Blue Hill.....	135	18	7	92	195	.....	500	38	12	East Boston, U.S.A.	1887	Wood



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
							\$ cts.
1907.....		4,377	1,240	Not stated.	Not stated.	Not stated.	5,825 00
1908.....	621	5,147	784	112	2,270	2,680	5,450 00
1909.....	496	5,680	948	101	2,850	2,775	5,825 00
1910.....	470	4,895	902	249	3,101	3,006	5,825 00
1911.....	640	4,311	689	120	2,522	2,939	5,825 00
1912.....	480	3,048	573	74	2,892	3,377	5,825 00
1913.....	534	4,754	873	86	3,173	3,938	5,825 00
1914.....	500	4,468	782	98	3,227	4,801	5,825 00
1915.....	598	4,156	824	54	3,065	4,200	5,728 32
1916.....	510	3,463	789	—	3,034	4,986	5,750 64
1917.....	477	4,380	1,015	—	2,854	5,419	5,825 00
1918.....	453	In 1,683	652	Nil.	1,665	4,538	5,825 00
		Out 1,735	131	Nil.	1,334	121	
Total.		3,418	783	Nil.	2,999	4,659	

From 1907 to 1915, inclusive, and during the quarter ended March 31, 1916, the service was performed by the Victoria Steamship Co., of Baddeck, N.S., and their proportion of the subsidy shown above for 1916 was \$1,475.

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF.

Contract No. 74.  
T. & C. File 17667.

Vote 153.—*Steam Service between Charlottetown, Victoria and Holliday's Wharf—*

1918-19.. . . . .	\$2,500
1919-20.. . . . .	2,500

No contract was entered into and no service was performed on this route during 1918. During 1917 a semi-weekly service was performed by the steamer *Harland*, operated by the Island Tug Company.

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Contract No. 22.  
T. & C. File No. 21015.

Vote 154.—*Steam Service between Froude's Point and Lockeport, N.S.—*

1918-19.. . . . .	\$600
1919-20.. . . . .	600

*Contractors.*—The Municipal Corporation of the town of Lockeport, N.S.

*Contract Dated.*—April 3, 1918.

*Duration of Contract.*—April 1, 1918, to March 31, 1919.

*Service.*—Not less than twelve round trips each week, all the year round.



Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1908.....	875	6,625	1,170	Nil.	3,768	1,800	\$ 600 00
1909.....	885	6,471	1,715	Nil.	4,300	1,680	636 66
1910.....	780	6,629	2,140	Nil.	4,880	1,690	600 00
1911.....	790	6,966	1,770	Nil.	4,880	1,380	600 00
1912.....	790	6,795	2,857	Nil.	4,880	1,380	600 00
1913.....	790	8,014	4,764	Nil.	4,880	1,380	600 00
1914.....	790	7,912	5,031	Nil.	4,880	1,380	600 00
1915.....	790	6,381	6,301	Nil.	4,880	1,380	600 00
1916.....	790	5,718	6,505	Nil.	4,880	1,380	600 00
1917.....	550	3,401	6,843	Nil.	4,880	1,380	600 00
1918.....	630 {	In 830	2,804	Nil.	2,440	690	} 600 00
		Out 742	2,476	Nil.	2,440	690	
		Total. 1,572	5,280	Nil.	4,880	1,380	



GRAND MANAN AND THE MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Contract No. 14.

T. & C. File No. 21238.

Vote 155.—*Steam Service between Grand Manan and the Mainland—*

1918-19.. . . . .	\$10,000
1919-20.. . . . .	10,000

*Contractors.*—The Grand Manan Steamboat Company, of Grand Manan, N.B.

*Date of Contract.*—May 27, 1918.

*Duration of Contract.*—April 1, 1918, to March 31, 1919.

*Service and Ports of Call.*—From June to September, inclusive:—

(a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.

(b) One trip each week between Grand Manan and St. John, *via* and calling both ways at Campobello and Eastport.

(c) One round trip each week between Grand Manan and St. John direct.

(d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrews.

And during the remaining eight months of the year:—

(e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

(f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.

(g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

*Subsidy.*—\$10,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government Wharves.*—Steamers must call at Government Wharves whenever possible.

DISTANCES.

	Miles.
Grand Manan to Campobello.. . . . .	15
Campobello to Eastport.. . . . .	3
Eastport to St. John.. . . . .	45
Eastport to St. Andrew's.. . . . .	12
St. Andrew's to St. Stephen.. . . . .	18
St. John to Grand Manan.. . . . .	45
St. Stephen to Grand Manan.. . . . .	48
St. Andrew's to Grand Manan.. . . . .	30



DESCRIPTION OF STEAMER EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Grand Manan.....	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons Freight Carried.	Live Stock.	MAILS.		Subsidy. Paid.
					Lock Bags.	Tied Sacks.	
1907.....	138	6,524	4,407	Not stated.	Not stated.		\$ 5,000 00
1908.....	174	6,168	4,016	33	1,561	2,553	5,000 00
1909.....	173	6,961	3,749	Not stated.	1,389	1,960	6,500 00
1910.....	174	6,919	3,636	37	1,581	2,359	7,000 00
1911.....	189	6,057	3,909	31	2,146	2,017	7,000 00
1912.....	174	7,707	4,660	25	2,295	2,000	9,250 00
1913.....	171½	7,509	4,010	152	1,815	1,914	9,903 85
1914.....	172½	6,525	3,927	54	1,633	2,215	10,000 00
1915.....	176½	6,416	4,589	26	1,775	2,587	10,000 00
1916.....	174	6,977	5,427	34	1,952	2,859	10,000 00
1917.....	173	6,473	4,607	41	1,805	3,089	10,000 00
1918.....	163½	In... 2,376	4,789	13	905	2,962	} 10,000 00
		Out. 3,230	Nil.	8	1,775	531	
		Total 5,606	4,789	21	2,680	3,493	

HALIFAX, CANSO AND GUYSBOROUGH.

HALIFAX AND CANSO STEAMSHIP Co., LTD.

Contract No. 30.

T. & C. File No. 21103.

Vote 156.—Steam Service between Halifax, Canso and Guysborough—

1918-19.. . . . .	\$5,000
1919-20.. . . . .	5,000

Contractors.—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

Date of Contract.—April 20, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service.—Weekly, all the year round, between Halifax and Guysborough.

Ports of Call.—Calling on all voyages each way at Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton and Port Hilford; and calling on all out-



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ward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January and February at Port Dufferin and Moser's River.

From January 15 to March 31 a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

*Capacity of Steamer.*—The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

*Laying off Steamer.*—The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

*Government Wharves.*—The steamer must call whenever possible.

*Subsidy.*—\$5,000 per annum, payable quarterly in July, October, January and on the completion of the service.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Hilford .. .. .	89
Port Hilford to Beckerton.. . . .	10
Beckerton to Isaac's Harbour... . .	16
Isaac's Harbour to Whitehead... . .	35
Whitehead to Canso... . .	17
Canso to Queensport... . .	12
Queensport to Guysborough.. . . .	13
Total... . .	192

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Scotia.....	137	27	9.5	268	376	2,000 brls.	100	53	10	Mahone N.S..	1907	Wood



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## TRAFFIC RETURNS.

Calendar Year. —	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	51	624	5,547	Not given.	Nil.	\$4,000
1908.....	52	1,779	{ 9,478 weight. 14,818 meas.	{ 52	Nil.	4,000
1909.....	50	1,691	{ 8,301 weight. 12,452 meas.	{ 61	Nil.	4,000
1910.....	52	1,487	20,955	30	Nil.	4,000
1911.....	49	1,481	21,177	25	Nil.	4,000
1912.....	49	1,344	21,369	25	Nil.	4,000
1913.....	51	2,518	22,222	68	Nil.	4,750
1914.....	51	2,377	22,731	30	Nil.	5,000
1915.....	51	2,247	25,098	Nil.	Nil.	5,000
1916.....	50	2,475	19,862	Nil.	Nil.	5,000
1917.....	51	2,443	25,481	21	—	5,000
1918.....	48	{ In 968 Out 1,200	{ 6,505 17,364	{ Nil. Nil.	{ Nil. Nil.	{ 5,000
	Total.....	2,168	23,869	Nil.	Nil.	

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS.

Contract No. 11.

T. &amp; C. File No. 17546.

*Vote 157.—Steam Service between Halifax and Newfoundland via Cape Breton ports—*

1918-19.. . . . .	\$10,000
1919-20.. . . . .	10,000

No contract was entered into for this service for 1918. During 1917 thirteen round trips were performed by J. A. Farquhar & Co., with the steamer *Seal*. In 1918 J. A. Farquhar & Co. ran nine trips on this route with the *Scotsburn*, and four with the *Sable I*. Under Order in Council of February 14, 1919, they received a subsidy of \$8,000.

## HALIFAX AND LAHAVE RIVER PORTS.

THE HALIFAX AND LAHAVE STEAM PACKET CO., LIMITED.

(AND LAHAVE STEAMSHIP CO., LIMITED.)

Contract No. 67.

T. &amp; C. File No. 17628.

*Vote 158.—Steam Service between Halifax, Mahone Bay, Tancook Island, and LaHave River Ports—*

1918-19.. . . . .	\$4,000
1919-20.. . . . .	4,000

*Contractors.*—The Halifax and LaHave Steam Packet Co., Ltd., Halifax, N.S.*Date of Contract.*—April 23, 1917.

*Duration of Contract.*—Opening of navigation, 1917, to March 31, 1918. This contract has not been renewed. A partial service was, however, performed during 1918 by the LaHave Steamship Co. of LaHave, N.S., for which subsidy was paid under Order in Council of February 6, 1919, at the same rate per trip as was paid under the previous contract. \$1,095.26 was paid for twenty-three round trips.



*Service and Ports of Call.*—(a) Leaving Halifax every Wednesday morning, calling at Tancook, Blandford, Indian Point, Mahone Bay, LaHave and Riverport, and returning direct to Halifax from LaHave and Riverport every Thursday morning.

(b) Leaving Halifax every Saturday morning, calling at LaHave, Riverport, Park's Creek, West LaHave Ferry, Conquerall Bank and Dayspring, and returning to Halifax every Monday, calling at LaHave and Blandford, and also at Tancook.

(c) During the winter months, when Mahone Bay and the LaHave River are frozen over, calls at Mahone Bay, West LaHave, Park's Creek, Conquerall Bank and Dayspring may be omitted.

(d) During the months of January and February one round trip only each week is required, including a call each way at all the ports mentioned above in clauses (a) and (b), provided that calls at any of the said ports may be omitted if ice conditions prevent their being made.

*Government Wharves.*—Steamers must call whenever possible.

*Subsidy.*—\$4,000 per annum, payable in quarterly instalments on the last days of June, September, December and March.

*Mails.*—To be carried free.

*Withdrawal of steamer for repairs.*—The steamer may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.

DISTANCES.										Miles.
Halifax to	Tancook.....									42
"	Mahone Bay.....									52
"	LaHave.....									52
"	Riverport.....									52
"	West LaHave.....									56
"	Conquerall Bank.....									60

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
LaHave.....	Feet. 96	Feet. 17.4	Feet. 7.6	60	88	90	Nil.	18	Knots 8½	Pocomoke U.S.A.	1904	Wood
Tussle.....	83.2	20.5	9.8	67	151	Nil.	25	28	10	Lunenburg, N.S.	1915	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	37	247	2,270	Nil.	Nil.	\$ cts. 750 00
1912.....	43	410	360	12	Nil.	3,147 73
1913.....	88	526	5,900	Nil.	Nil.	3,153 85
1914.....	68½	Nil.	4,294	Nil.	Nil.	2,815 00
1915.....	76½	134	4,820	Nil.	Nil.	3,000 77
1916.....	83½	682	5,287	6	Nil.	3,639 60
1917.....	72	885	7,310	Nil.	Nil.	4,513 57
1918.....	23	In... 230 Out..138	460 1,840	Nil. Nil.	Nil. Nil.	1,095 26
	Total..	368	2,300	Nil.	Nil.	



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During 1911 a service was performed between Mahone Bay and Tancook Island only. In April and May, 1912, the service was extended to Halifax, and on June 1, 1912, to LaHave River ports. From 1911 to 1913 inclusive the service was performed by the estate of the late Abraham Ernst, with the steamer *Kinburn*.

HALIFAX, SPRY BAY AND CAPE BRETON PORTS.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LTD.

Contract No. 55.  
T. & C. File No. 21215.

Vote 159.—Steam Service between Halifax and Spry Bay and ports in Cape Breton—

1918-19..	\$4,000
1919-20..	4,000

Contractors.—Halifax and Sheet Harbour Steamship Company, Ltd., 234-246 Hollis Street, Halifax, N.S.

Date of Contract.—May 17, 1918.  
Duration of Contract.—April 1, 1918, to March 31, 1919.  
Service.—Weekly, all the year round.

Ports of Call.—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Marble Mountain, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the Minister.

- (a) The call at Pope's Harbour is at the discretion of the contractors.
- (b) The call at L'Ardoise may be omitted in January, February and March.
- (c) During the month of February the contractors have the option of omitting calls at St. Peter's, Marble Mountain, Arichat, West Arichat and Poulamond.

Subsidy.—\$4,000 per annum, payable in four equal instalments in July, October, January and April.

Government Wharves.—Steamer must call whenever possible.

Time for repairs.—Three weeks are allowed during the year for government inspection and annual overhauling.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Jeddore..	55
Jeddore to Owl's Head..	15
Owl's Head to Tangier..	10
Tangier to Pope's Harbour..	10
Pope's Harbour to Ship Harbour..	10
Ship Harbour to Sheet Harbour..	20
Sheet Harbour to Sober Island..	20
Total..	120



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DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Margaret.....	92	19	9	100	195	175	90	27	10½	Sheet H'bour.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907.....	50	2,186	4,500	Nil.	Nil.	1,250 00
1908.....	52	1,935	3,470	Nil.	Nil.	2,500 09
1909.....	51	2,226	3,710	Nil.	Nil.	2,500 00
1910.....	52	2,774	2,975	Nil.	Nil.	2,500 00
1911.....	48	2,911	4,695	Nil.	Nil.	2,307 69
1912.....	52	3,138	7,380	Nil.	Nil.	2,500 00
1913.....	50	3,244	7,430	Nil.	Nil.	2,153 84
1914.....	50	2,572	7,700	Nil.	Nil.	3,000 00
1915.....	50	2,630	7,535	Nil.	Nil.	4,000 00
1916.....	45	2,207	9,180	Nil.	Nil.	3,603 08
1917.....	45	1,522	7,155	Nil.	Nil.	3,750 25
1918.....	41	In.... 610	3,280	Nil.	Nil.	3,767 92
		Out.. 491	2,460	100	Nil.	
		Total. 1,101	5,740	100	Nil.	

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.

THE PROVINCIAL STEAMSHIP CO., LTD.

Contract No. 66.

T. & C. File No. 17708.

Vote 160.—Steam service between Halifax, South Cape Breton and Bras d'Or Lake Ports—

1918-19.. . . . .	\$6,000
1919-20.. . . . .	6,000

Contractors.—The Provincial Steamship Company, Ltd., Halifax, N.S.

Date of Contract.—July 3, 1918.

Duration of Contract.—From the opening to the close of navigation in 1918.

Service and Ports of Call.—One round trip every 10 days from Halifax to Sydney through the Bras d'Or Lakes, calling at St. Peter's, Grand Narrows, Iona and Bad-



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deck; returning from Sydney to Halifax calling each trip at North Sydney, Glace Bay, Port Morien, Mainadieu, Louisburg and Gabarouse, and making not more than 21 round trips during the season.

The last two trips of the season are to be made from Halifax to Gabarouse, Louisburg, Mainadieu, Port Morien, Glace Bay, North Sydney, Sydney, Baddeck, Grand Narrows, Iona and St. Peter's.

Four trips are to be made during the season to East Bay, calling each way at Johnston's Harbour, Irish Cove, Big Pond and Castle Bay.

The calls at Mainadieu are to be conditional upon the weather permitting. Calls at Glace Bay shall not be made unless, in the opinion of the Minister, it is safe for the steamer *Mahone* to call at this port.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000 per annum, payable in July, September, November and at the close of navigation; at the rate of \$285.71 for each round trip.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Halifax to St. Peter's.. . . .	145
St. Peter's to Grand Narrows.. . . .	20
Grand Narrows to Iona.. . . .	1
Iona to Baddeck.. . . .	10
Baddeck to Pt. Bevis.. . . .	9
Pt. Bevis to Boularderie.. . . .	3
Boularderie to Boularderie Centre.. . . .	5
Boularderie Centre to Big Bras d'Or.. . . .	6
Big Bras d'Or to New Campbellton .. . . .	1
New Campbellton to North Sydney.. . . .	15
North Sydney to Sydney.. . . .	5
Sydney to Glace Bay.. . . .	21
Glace Bay to Port Morien.. . . .	15
Port Morien to Mainadieu .. . . .	14
Mainadieu to Louisburg .. . . .	16
Louisburg to Gabarous.. . . .	14
Total.. . . .	300

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		N.H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.							Knots			
Mahone .....	86	19.8	10.5	79	127	75	40		24	11	Mahone Bay, N.S.	1904	Wood



TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$ cts.
1911.....	25	148	7,556	Nil.	Nil.	3,800 00
1912.....	21	21	4,985	Nil.	Nil.	3,200 00
1913.....	21	7	4,930	Nil.	Nil.	3,500 00
1914.....	19	6	4,603	Nil.	Nil.	3,333 33
1915.....	14	Nil.	4,290	Nil.	Nil.	2,666 66
1916.....	15	Nil.	3,770	Nil.	Nil.	5,625 00
1917.....	15	57	4,270	Nil.	Nil.	5,625 00
1918.....	14	In Nil.	685	Nil.	Nil.	3,999 94
		Out Nil.	1,657	Nil.	Nil.	
		Total Nil.	2,342	Nil.	Nil.	

HALIFAX AND WEST COAST CAPE BRETON.

THE HALIFAX AND INVERNESS STEAMSHIP CO., LTD.

Contract No. 70.

T. & C. File No. 21155.

Vote 161.—Steam Service between Halifax and West Coast of Cape Breton, calling at way ports—

1918-19.....	\$4,000
1919-20.....	4,000

Contractors.—The Halifax and Inverness S.S. Co. Ltd., of Halifax, N.S.

Date of Contract.—April 29, 1918.

Duration of Contract.—From the opening to the close of navigation in 1918.

Service.—Weekly.

Ports of Call.—Halifax, Port Mulgrave, Port Hawkesbury, Port Hastings, Port Hood, Mabou, Margaree, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Bouche, Cape George and Pleasant Bay, and calling at Inverness, Broadcove Marsh and Margaree Island whenever there is a reasonable quantity of freight or number of passengers to be landed or embarked, weather permitting.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable in instalments of \$2,000 on July 1 and on completion of the service.

Mails.—To be carried free.



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DISTANCES.

	Miles.
Halifax to Mulgrave.. . . . .	150
Mulgrave to Hawkesbury.. . . . .	1
Hawkesbury to Hastings.. . . . .	3
Hastings to Havre au Bouche.. . . . .	7
Havre au Bouche to Port Hood.. . . . .	20
Port Hood to Mabou... . . . .	10
Mabou to Margaree.. . . . .	31
Margaree to Grand Etang.. . . . .	8
Grand Etang to Eastern Harbour.. . . . .	9
Eastern Harbour to Pleasant Bay.. . . . .	15
Total.. . . . .	254

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Strathlorne.....	116	20·2	9	81	135	180	40	24	9	Mahone...	1909	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$ cts.
1911.....	30	35	7,864	Nil.	Nil.	1,714 20
1912.....	27	8	6,580	Nil.	Nil.	1,444 44
1913.....	27	Nil.	5,120	Nil.	Nil.	1,500 00
1914.....	27	Nil.	4,662	Nil.	Nil.	3,058 82
1915.....	27	3	3,782	Nil.	Nil.	3,000 00
1916.....	25	Nil.	6,079	Nil.	Nil.	2,941 18
1917.....	27	108	7,150	Nil.	Nil.	4,000 00
1918.....	27	{ In.... 32 Out.. 32	{ 2,190 2,770	{ Nil.	{ Nil.	4,000 00
		Total 64	4,960			

HALIFAX AND SHERBROOKE.

W. J. MURDOCH.

Contract No. 29.

T. & C. File No. 21029.

Vote 162—Steam Service between Halifax and Sherbrooke—

1918-19.. . . .	\$2,000
1919-20.. . . .	2,000



Contractor.—W. J. Murdoch, of Sherbrooke, N.S.

Date of Contract.—April 5, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service.—Weekly.

Ports of Call.—Halifax, Port Dufferin, Moser River, Ecum Secum, Marie Joseph, Liscomb, Sonora and Sherbrooke. Calls at any of these ports may be omitted when ice conditions prevent their being made.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,000 per annum; \$1,000 being payable on October 1, and the remainder on the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Dufferin . . . . .	63
“ Moser River . . . . .	74
“ Ecum Secum . . . . .	80
“ Marie Joseph . . . . .	85
“ Liscomb . . . . .	94
“ Sonora . . . . .	103
“ Sherbrooke . . . . .	110

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER AC OMMO- DATION.		N.H.P.	Speed.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.			At	In	Of
	Ft.	Ft.	Ft.										
Dufferin.....	108	25	8·6	99	210	.....	35	15	42	K ots 9	Shel- burne, N.S.	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid
1913.....	9	2,836	1,500	Nil.	Nil.	\$ cts. 1,000 00
1914.....	45	2,899	3,005	Nil.	Nil.	2,000 00
1915.....	45	2,917	5,350	35	Nil.	2,000 00
1916.....	43	3,092	4,370	42	Nil.	2,000 00
1917.....	45	2,877	4,500	35	Nil.	2,000 00
1918.....	43	In 1,272 Out 1,285	2,250 2,600	20 10	Nil. Nil.	} 2,000 00
	Total .....	2,557	4,850	30	Nil.	



SESSIONAL PAPER No. 10a

MAINLAND AND MAGDALEN ISLANDS.

J. A. FARQUHAR & Co., LTD.

Contract No. 12.

T. & C. File No. 21059.

*Vote.*—*Steam Service from the opening to the closing of navigation in 1919 between the mainland and the Magdalen Islands—*

1918-19.. . . . .	\$18,000
1919-20.. . . . .	No subsidy voted.

*Contractor.*—J. A. Farquhar & Co., Ltd.

*Date of Contract.*—April 13, 1918.

*Duration of Contract.*—For the season of navigation, 1918.

*Service.*—Semi-weekly until the closing of navigation at Pictou each year, making one full round trip per week between Pictou and the islands, and one full round trip a week between Souris and the islands. From such closing of navigation the service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the Minister may approve, until the closing of navigation at the Magdalen Islands. Calls at Grand Entry need not be made after the end of September in each year.

*Ports of Call.*—Pictou, Souris, Amherst Island, Point Basse and Grindstone Island, calling at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; calling once each month during June, July, August and September at Bryan Island. Whenever the weather will not permit of the landing of mails and cargo at Etang du Nord, the mails for House Harbour and Etang du Nord shall be landed at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; and in case the steamer is prevented from landing mails and cargo at Etang du Nord by reason of heavy weather, she shall call there on the following trip. - Calls shall also be made at such other ports or places enroute as the Minister may from time to time direct.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$18,000 per annum, payable in July and October, and on the close of navigation.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Pictou to Souris.. . . . .	50
Souris to Etang du Nord.. . . . .	76
Etang du Nord to Amherst.. . . . .	33
Amherst to Grindstone.. . . . .	9
Grindstone to Pointe Basse.. . . . .	4
Pointe Basse to Grand Entry.. . . . .	15
	<hr/>
	187
Etang du Nord to Bryan Island.. . . . .	50



DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Enterprise.....	108	25	8 6	98	211	100	100	42	11	Shelburne, -N.S.	1907	Wood.

TRAFFIC RETURNS.

Calendar Year	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy paid.
					Lock Bags.	Tied Sacks.	
1907.....	58	880	5,900	Not given.	Not given.		\$ cts. 15,000 00
1908.....	61	1,357	4,472	18	2,952	Nil.	15,000 00
1909.....	62	1,168	1,419	944	3,027	169	12,000 00
1910.....	70	1,394	6,048	1,109	2,932	340	15,000 00
1911.....	61	1,416	6,173	1,269	2,551	308	15,000 00
1912.....	64	1,109	7,433	508	2,875	880	14,807 70
1913.....	68	642	6,905	727	3,509	482	15,000 00
1914.....	61	1,380	4,802	811	2,788	921	18,000 00
1915.....	60	633	8,462	174	2,505	1,297	17,769 23
1916.....	52	1,714	6,591	26	2,267	1,239	14,000 00
1917.....	54	1,913	8,860	69	2,966	505	17,769 23
1918.....	43	{ In.. 743 Out. 636	{ 1,522 3,410	{ 44 86	{ 755 2,328	{ 582 811	{ 18,000 00
	Total...	1,379	4,932	130	3,083	1,393	

From 1909 to 1915 inclusive the service was performed by William McLure, of Pictou, N.S.

MULGRAVE AND CANSO.

HUGH CANN & SON.

Contract No. 53.  
T. & C. File 21004.

Vote 163.—Steam Service between Mulgrave and Canso—

1918-19.....	\$6,500
1919-20 .....	6,500

Contractors.—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

Date of Contract.—April 2, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service.—Daily (Sundays excepted).

Ports of Call.—Port Mulgrave and Canso, N.S.

Withdrawal for Repairs.—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* as may be approved by the Minister.



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*Wind and Ice.*—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,500 per annum, payable in quarterly instalments in July, October, and January, and upon the completion of the service.

(a) One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated.

*Mails.*—To be carried free.

*Distance.*—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Robert G. Cann.....	Ft. 119	Ft. 24·6	Ft. 9·4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy paid.
1907.....	*280	2,535	2,665	Not stated.	Not stated.	\$   cts. \$2,000 00
1908.....	286	2,849	2,332	Nil.	777	4,000 00
1909.....	278	2,794	2,639	Nil.	1,905	4,000 00
1910.....	282	3,148	3,095	Nil.	2,128	4,000 00
1911.....	334	3,370	4,647	Nil.	1,839	4,256 41
1912.....	302½	3,529	3,281	Nil.	2,792	6,000 00
1913.....	302	3,577	4,009	Nil.	3,282	6,250 00
1914.....	296½	3,795	3,356	13	3,724	6,500 00
1915.....	307	5,303	3,963	12	4,036	6,500 00
1916.....	305	4,897	4,295	Nil.	2,852	6,500 00
1917.....	306	4,580	6,873	609	2,407	6,500 00
	295	{ In . . 2,063 Out . 2,188	2,278 2,954	Nil. Nil.	1,888 1,889	} 6,500 00
1918.....	Total . . . . .	4,251	5,232	Nil.	3,777	

\* Estimated.



MULGRAVE AND GUYSBOROUGH.

HUGH CANN & SON.

Contract No. 54.

T. & C. File No. 21008.

Vote 164.—*Steam Service between Mulgrave and Guysborough, calling at intermediate ports.—*

1918-19.. . . .	\$5,500
1919-20 .. . . .	5,500

*Contractors.*—Hugh Cann & Son, of Yarmouth, N.S.

*Date of Contract.*—April 3, 1918.

*Duration of Contract.*—April 1, 1918, to March 31, 1919.

*Service.*—Daily (except Sundays).

*Ports of Call.*—Port Mulgrave and Guysborough, calling at Queensport every trip from Guysborough to Mulgrave and three times each week on return trips to Guysborough on those days on which the steamer is not required to proceed to Boylston. Trips to Boylston shall be made three times each week, during the season of open navigation.

*Repairs.*—The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer as may be approved by the Minister.

*Wind, Fog, Snow or Ice.*—If any trip be missed on account of wind, fog, snow or ice, no deduction may be made from the subsidy otherwise payable for the trip so missed.

*Subsidy.*—\$5,500 per annum, payable quarterly, in July, October, January and April.

(a) One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Guysborough to Mulgrave (via Queensport) .. . . .	29½
Mulgrave to Guysborough (direct) .. . . .	25
Guysborough to Boylston .. . . .	5



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Percy Cann . . . .	77	17.1	6.6	56	80	50	21	13.5	8	Meteghan	1892	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907.....	*270	3,202	783	Not stated.	Not stated.	2,500 00
1908.....	265	3,099	1,576	32	581	5,000 00
1909.....	279	3,129	1,166	Nil.	980	4,000 00
1910.....	324	3,509	1,449	Nil.	981	5,000 00
1911.....	292	4,081	1,379	Nil.	1,145	5,403 84
1912.....	308½	4,165	1,211	Nil.	1,425	6,000 00
1913.....	294½	4,068	2,092	Nil.	2,215	5,110 58
1914.....	297½	3,812	1,815	Nil.	3,052	5,500 00
1915.....	308	4,037	1,679	Nil.	3,440	5,500 00
1916.....	264	3,670	1,600	Nil.	2,722	5,041 66
1917.....	294	3,504	2,803	Nil.	2,248	5,500 00
1918.....	271 {	In.....1,665 Out....1,565	1,430 1,354	Nil.	3,161	5,500 00
	Total..	3,230	2,784			

\* Estimated.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND  
MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 49.

T. & C. File 21037.

Vote 165—Steam Service between Newcastle, Neguac and Escuminac, calling at all  
intermediate points on the Miramichi River and Miramichi Bay—

1918-19.. . . . .	\$2,500
1919-20.. . . . .	2,500

Contractors.—The Miramichi Steam Navigation Company, Ltd., of Chatham,  
N.B.

Date of Contract.—April 9, 1918.

Duration of Contract.—From the opening to the close of navigation in 1918.



9 GEORGE V, A. 1919

*Service and Ports of Call.*—On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Baie-du-Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$2,500, payable in two equal instalments, on September 1 and on the completion of the contract.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Newcastle to Chatham.. . . . .	5
Chatham to Loggieville.. . . . .	5
Loggieville to Oak Point.. . . . .	7
Oak Point to Burnt Church.. . . . .	9
Burnt Church to Bay du Vin.. . . . .	10
Bay du Vin to Escuminac.. . . . .	13
Escuminac to Neguac.. . . . .	17
Total.. . . . .	66

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In.	Of
	Ft.	Ft.	Ft.									
Alexandra.....	97	24.5	9	136	200	50	400	38	10	Chatham.	1902	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
1907.....	170	2,000	1,500	Not given.	Not given.	\$ cts. 1,500 90
1908.....	170	7,500	1,300	14	625	1,500 00
1909.....	162	7,050	1,475	34	702	2,000 00
1910.....	174	8,396	1,510	29	574	2,000 00
1911.....	166	7,004	1,445	45	493	2,500 00
1912.....	175	7,314	1,764	23	552	2,500 00
1913.....	189	8,228	1,960	56	557	2,500 00
1914.....	160	7,756	1,921	32	510	2,262 00
1915.....	186	7,762	2,404	37	594	2,500 00
1916.....	180	8,478	2,414	44	560	2,500 00
1917.....	172	7,848	2,275	36	544	2,500 00
1918.....	177	{ In.. 3,535 Out. 3,535	{ 486 1,940	{ 25 15	{ 324 236	{ 2,500 00
Total ....		7,070	2,426	40	560	



SESSIONAL PAPER No. 10a

## PELEE ISLAND AND THE MAINLAND.

THE WINDSOR AND PELEE ISLAND STEAMSHIP CO., LTD.

Contract No. 52.

T. &amp; C. File 21381.

*Vote 166.—Steam Service between Pelee Island and the Mainland—*

1918-19.. . . . .	\$8,000
1919-20.. . . . .	8,000

*Contractors.*—The Windsor and Pelee Island Steamship Co., Ltd., Scudder P.O., Pelee Island, Ont.

*Date of Contract.*—July 5, 1918.

*Duration of Contract.*—From the opening of navigation in 1918 to March 31, 1919.

*Service and Ports of Call.*—Six round trips each week, weather permitting, between Pelee Island and the mainland, calling five times each week at Kingsville and Leamington, Ont., and once each week at Windsor and Amherstburg, Ont. until October 1; and thereafter five round trips each week until close of navigation.

*Tariff Rates.*—Passenger rate for the return trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the return trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be the same as those contained in a schedule attached to the contract.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$8,000, payable in equal instalments on the last days of June, September, December and March.

*Mails.*—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General.

## DISTANCES.

	Miles
Kingsville to Leamington.. . . . .	8
Leamington to Pelee Island... . . . .	16
Pelee Island to Windsor.. . . . .	53
<b>Total.. . . . .</b>	<b>77</b>



DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Pelee.....	145	24	13	242	537	.....	389	58	13	Colling-wood...	1914	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers. — Number.	Freight. — Tons.	Lumber. — Feet.	Live Stock.	MAILS.		Subsidy Paid.
						Bags.	Sacks.	
1907*.....		2,671	2,730	Nil.	Nil.	Not stated.	Not stated.	\$ 1,500
1908*, Jan. 1 to June 30 .....		624	5,540	Nil.	150	150	117	375
1909.....		2,015	358	Nil.	555	348	24	4,000
1910.....	180	5,602	2,718	†222,000	1,231	1,016	215	4,000
1911.....	211	4,360	1,244	279,000	732	1,220	383	5,000
1912.....	184	5,300	3,667	Nil.	447	977	392	5,000
1913.....	185	6,167	4,007	147,000	660	1,431	708	5,000
1914.....	187	3,672	3,469	169,000	571	562	455	7,000
1915.....	241	3,825	3,580	174,000	1,010	765	726	8,000
1916.....	236	3,987	2,700	98,000	1,065	732	644	8,000
1917.....	231	3,761	2,696	89,000	1,101	872	583	8,000
1918.....	205 {	In.. 2,217	328	167,000	22	254	664	} 8,000
		Out. 2,329	1,539	Nil.	539	246	12	
	Total ..	4,546	1,867	167,000	561	500	676	

†and 154,000 shingles.

\*Service performed by T. J. Stockwell, Leamington, Ont. During the latter part of 1908 the Chatham Navigation Co. performed this service. From 1909 to 1913 inclusive the contractors were the Pelee and Lake Erie Navigation Co., of Scudder, Ont.



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## SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots.....	0 10	0 12
“ “ less than carload.....	0 12	0 15
Fruit in baskets, per cwt.....	0 30	0 30
Wine, per bbl.....	0 75	0 75
Oil, per bbl.....	0 85	0 85
Salt and flour, per bbl.....	0 35	0 35
Minimum charge on one parcel.....	0 25	0 25
Any one animal, horse or cattle up to five, each.....	2 50	2 50
Any additional animal over five.....	2 25	2 25
Hogs and sheep up to ten, each.....	0 75	0 75
Hogs and sheep over ten, each.....	0 65	0 65
Groceries and hardware, per cwt.....	0 25	0 25
Lumber, per M ft. up to 5 M ft.....	3 50	3 50
Over 5 M ft.....	3 00	3 00
Shingles per M.....	0 40	0 40
Laths, per M.....	0 50	0 50
Gristing, per bag, return.....	0 20	0 20
Tobacco, per cwt.....	0 40	0 40
Buggies, set up, each.....	1 75	1 75
Buggies, crated, each.....	2 50	2 50
Coal, per ton.....	2 00	2 00
Farm machinery, per cwt.....	0 45	0 45
Flour, per barrel.....	0 40	0 40
Lubricating oils, per barrel.....	0 85	0 85
Linseed oils, “.....	0 85	0 85
Turpentine “.....	0 75	0 75
3 inch Tile, per 100.....	0 60	0 60
4 “ “.....	0 80	0 80
5 “ “.....	1 00	1 00
6 “ “.....	1 20	1 20
8 “ “.....	1 60	1 60
10 “ “.....	2 00	2 00
12 “ “.....	2 45	2 40
Fish per cwt.....	0 35	0 35
Automobiles, one way, including driver.....	3 00	3 00
“ return “ “.....	5 00	5 00
Brick, per M.....	6 00	6 00
Lime, per barrel.....	0 50	0 50
Cement “.....	0 55	0 55
“ carloads.....	0 50	0 50
Beer, per case.....	0 35	0 35
Pop, “.....	0 25	0 25
Eggs, per crate.....	0 25	0 25
Hay and straw, per ton.....	2 50	2 50
Wool, per cwt.....	0 40	0 40
Hides “.....	0 45	0 45
Fence posts, each.....	0 05	0 05
Wagon, empty.....	2 50	2 50
Stone, per ton.....	1 50	1 50
Hardwall plaster, per cwt.....	0 25	0 25
Scrap iron, per cwt.....	0 25	0 25
Cauliflower “.....	0 14	0 14
Pianos, each.....	5 00	5 00
Organs, each.....	3 00	3 00
Onions, in carloads.....	0 10	0 12
“ less than carloads.....	0 12	0 12
Poultry, in crates, per cwt.....	0 75	0 75
Poultry, not crated “.....	1 00	1 00

## PASSENGER FARES.

Between Pelee Island and Leamington and Kingsville—single..	\$1 00
“ “ “ “ Amherstburg—single..	1 25
“ “ “ “ Windsor—single..	1 50







TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid.
						\$ cts
1907.....	283	1,972	852	Not stated.	Not stated.	3,000 00
1908.....	275	1,950	800	Nil.	Nil.	3,000 00
1909.....	253	1,989	874	5	570	3,000 00
1910.....	305	1,978	726	Nil.	1,698	3,000 00
1911.....	264	2,167	952	Nil.	1,583	3,257 71
*Jan. 1 to May 4, 1912....	96½	747	285	121	236	472 22
May 13 to Dec. 31, 1912..	190½	2,361	673	Nil.	1,401	3,149 04
1913.....	281½	3,160	1,070	2	2,672	5,588 60
1914.....	276½	2,569	835	Nil.	3,354	6,750 00
1915.....	275½	2,140	832	Nil.	2,944	7,000 00
1916.....	241	2,392	1,009¾	Nil.	2,485	6,125 00
1917.....	217½	1,535	1,106	Nil.	2,235	5,512 43
1918.....	265	In ... 977 Out.. 992	403 1,138	Nil. Nil.	1,141 1,934	} 7,000 00
		Total, 1,969	1,541	Nil.	3,075	

\*From 1907 to May 4, 1912, the service was performed by Messrs, Hugh Cann & Son, of Yarmouth, N.S.

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION Co., LTD.

Contract No. 47.

T. & C. File No. 16136.

Vote 168.—*Steam Service on the Petitcodiac River between Moncton and way ports and a port or ports on the west coast of Cumberland county—*

1918-19.. . . . .	\$2,500
1919-20.. . . . .	2,500

No service was performed during 1917 or 1918.

Contractors.—The Shepody Navigation Company, Ltd., of Moncton, N.B.

Date of Contract.—March 31, 1916.

Duration of Contract.—From the opening to the close of navigation, 1916. (This contract has not been renewed).

Service and Ports of Call.—Tri-weekly trips between Moncton and Hillsborough, Edgett's Landing and Hopewell Cape; and weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., such weekly trips to extend every second week to Joggins and Shulee, N.S.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,500, one-half payable on July 1 and the remainder on the close of navigation.

Mails.—To be carried free.



DISTANCES.

	Miles
Moncton to Hillsborough.. . . . .	15
" Edgett's.. . . . .	18
" Hopewell Cape.. . . . .	22
" Hopewell Hill.. . . . .	31
" Harvey.. . . . .	32
" Riverside.. . . . .	34
" Shulee.. . . . .	37
" Joggins.. . . . .	39
" R. Hebert.. . . . .	51

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Wilfrid C.....	80	18	8	48	99	680 brls.	125	16	12	Yarmouth, N.S.	1897	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	98†	1,445	2,786	Not stated.	Not stated.	\$ *2,500
1908.....	98†	1,060	2,415	2	Nil.	2,000
1909.....	99	872	1,880	Nil.	Nil.	2,000
1910.....	98	1,705	1,905	Nil.	Nil.	2,000
1911.....	99	1,004	826	Nil.	Nil.	2,000
1912.....	98	711	1,486	Nil.	Nil.	2,000
1913.....	97	784	1,474	Nil.	Nil.	2,000
1914.....	97	1,016	1,612	Nil.	Nil.	2,500
1915.....	105	846	1,435	Nil.	Nil.	2,500
1916.....	91	{ In 330 Out 282	{ 375 1,132	{ Nil.	{ Nil.	2,500
	Total.....	612	1,507			
1917.....	No service was performed.					
1918.....	No service was performed.					

\*Including part of subsidy for previous year.      †Estimated.



SESSIONAL PAPER No. 10a

## PICTOU AND MONTAGUE.

WILLIAM McLURE.

Contract No. 19.

T. &amp; C. File No. 21542.

*Vote 169.—Steam Service between Pictou and Montague, calling at Murray Harbour and Georgetown—*

1918-19.. . . . .	\$5,000
1919-20.. . . . .	5,000

*Contractor.*—William McLure of Pictou, N.S.

*Date of Contract.*—August 20, 1918.

*Duration of Contract.*—From the opening to the close of navigation in 1918.

*Service and Ports of Call.*—Two round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour, P.E.I., and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague, and making one call each week at Cardigan.

*Subsidy.*—\$60 for each round trip, but not more than \$5,000 for the season.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.

## DISTANCES.

	Miles.
Montague to Georgetown .. . . . .	6
Georgetown to Murray Harbour.. . . . .	30
Murray Harbour to Pictou.. . . . .	35
<b>Total.. . . . .</b>	<b>71</b>

## DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Harland .....	113	27	6·7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood



TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
1907.....	76	1,320	2,464	Not stated.	Not stated.	\$2,400 00
1908.....	98	1,366	3,376	137	313	6,000 00
1909.....	101	1,533	3,410	826	290	6,000 00
1910.....	106	1,525	3,416	634	817	6,000 00
1911.....	96	1,709	3,755	362	263	6,000 00
1912.....	98	1,739	5,634	409	303	6,000 00
1913.....	111	2,132	4,785	242	457	6,000 00
1914.....	97	1,885	5,126	423	417	6,000 00
1915.....	96	1,926	4,892	230	393	6,000 00
1916.....	85	1,455	5,468	88	124	5,684 21
1917.....	84	1,562	5,956	72	15	6,000 00
1918 .....	43 {	In 811 Out 686	594 446	59 3	Nil. Nil.	3,580 00
	Total.....	1,497	1,040	62	Nil.	

PICTOU, NEW GLASGOW AND MULGRAVE.

A. J. McDONALD.

Contract No. 75.  
T. & C. File No. 17568.

Vote 170.—Schooner Service between Pictou and New Glasgow, Antigonish County Ports and Mulgrave.

1918-19.. . . . .	\$1,000
1919-20.. . . . .	1,000

Contractor.—Alexander John McDonald, of Arisaig, N.S.  
Date of Contract.—March 26, 1917.

Duration of Contract.—From the opening to the close of navigation (November 1), 1917. No contract was entered into, and no service was performed in 1918.

Service and Ports of Call.—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra's Brook, Arisaig, Malignant Cove, Georgeville, Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Havre au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

Government Wharves.—Vessel must call whenever possible.

Subsidy.—\$1,000, of which \$500 are payable on August 1, and the balance upon the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
New Glasgow to Pictou.. . . . .	9
Pictou to Lismore.. . . . .	17
Lismore to McAra's Brook.. . . . .	3
McAra's Brook to Arisaig.. . . . .	3
Arisaig to Malignant Cove.. . . . .	4
Malignant Cove to Georgeville.. . . . .	4
Georgeville to Livingstone Cove.. . . . .	4
Livingstone Cove to Ballantyne Cove.. . . . .	6
Ballantyne Cove to Morristown.. . . . .	7
Total.. . . . .	57



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Alvin S.....	53·2	14·6	7·6	27	29	.....	1	7	.....	Tancook, N.S.	1912	Wood

This vessel is a schooner, fitted with an auxiliary gasolene engine.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1913.....	42	23	472	Nil.	Nil.	\$ 500
1914.....	24	Nil.	540	Nil.	Nil.	1,000
1915.....	26	Nil.	660	Nil.	Nil.	1,000
1916.....	26	Nil.	253	Nil.	Nil.	1,000
1917.....	26	Nil.	{ In 290 Out 275 }	Nil.	Nil.	1,000
			565			
1918.....	No service was performed.					

PICTOU, MULGRAVE AND CHETICAMP

RODERICK McDUGALL.

Contract No. 16.  
T. & C. File No. 21186.

Vote 171.—*Steam Service from the opening to the closing of navigation in 1918, between Pictou, Mulgrave and Cheticamp.*

1918-19..	\$7,500
1919-20..	7,500

Contractor.—Roderick McDougall, of Port Hood, N.S.

Date of Contract.—April 7, 1918.

Duration of Contract.—From the opening to the close of navigation, 1918.

Service and Ports of Call.—(a) Four round trips during the season between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, making two trips in the spring, one in September and one in November.



9 GEORGE V, A. 1919

(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour, making 50 round trips during the season; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the Minister may direct.

(c) Eight round trips during the season between Souris and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, of which one trip shall be made in June, two in July, two in August, one in September and two in October, 1918.

Regular semi-weekly connections are to be maintained with the Intercolonial Railway at Mulgrave, and the Plant Line steamers at Hawkesbury.

*Subsidy.*—\$7,500 payable in equal instalments on the first days of July and October and on the completion of the service.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.

DISTANCES.

	Miles.
Souris to Arisaig.. . . . .	88
Pictou to Arisaig.. . . . .	24
Arisaig to Malignant Cove.. . . . .	5
Malignant Cove to Georgeville.. . . . .	5
Georgeville to Livingstone.. . . . .	4
Livingstone to Ballantyne.. . . . .	16
Ballantyne to Morristown.. . . . .	10
Morristown to Mulgrave.. . . . .	27
Mulgrave to Hawkesbury.. . . . .	2
Hawkesbury to Hastings.. . . . .	3
Hastings to Port Hood.. . . . .	27
Port Hood to Mabou Mouth.. . . . .	8
Mabou Mouth to Port Bain.. . . . .	15
Port Bain to Inverness.. . . . .	5
Inverness to Red Cape.. . . . .	5
Red Cape to Margaree.. . . . .	11
Margaree to Grand Etang.. . . . .	10
Grand Etang to Cheticamp.. . . . .	10
Cheticamp to Pleasant Bay.. . . . .	19
Total.. . . . .	206

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Kinburn.....	114	23·5	10·5	79	168	.....	40	28	10	Mahone Bay, N.S.	1910	Wood



SESSIONAL PAPER No. 10a

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure-ment.			
							\$ cts.
1907.....	24	181	670	Nil.	Not given.	Not given.	1,368 00
1908.....	31	282	1,857	776	248	Nil.	2,000 00
1909.....	32	198	1,289	Nil.	678	Nil.	2,000 00
1910.....	36	247	1,361	Nil.	927	Nil.	2,000 00
1911.....	26½	326	1,387	382	Nil.	Nil.	2,096 50
1912.....	86	715	3,609	Nil.	998	Nil.	6,718 75
1913.....	84	904	2,687	Nil.	257	Nil.	7,000 00
1914.....	64	550	535	Nil.	Nil.	Nil.	5,942 70
1915.....	67	315	1,145	Nil.	Nil.	Nil.	5,566 26
1916.....	66	633	1,311	Nil.	Nil.	Nil.	8,106 39
1917.....	66	343	922	545	Nil.	Nil.	7,500 00
1918.....	62	In..... 259	2,025	Nil.	Nil.	Nil.	}
		Out... 234	1,100	Nil.	Nil.	Nil.	
	Total	493	3,125	Nil.	Nil.	Nil.	

Traffic returns shown above from 1907 to 1911 inclusive are for Pictou-Cheticamp service only (123 miles), from Pictou to Port Hood, Mabou, Port Bain, Inverness, Red Cape, Margaree, Big Pond and Cheticamp.

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Contract No. 26.  
T. & C. File 21173.

Vote 172.—*Steam Service from the opening to the closing of navigation in 1919 between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes—*

1918-19.. . . . .	\$8,500
1919-20.. . . . .	6,500

- Contractors.—The Richmond Steamship Company, of Sydney, N.S.
- Date of Contract.—May 2, 1918.
- Duration of Contract.—From the opening to the close of navigation in 1918.
- Service and Ports of Call.—Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay; and one call each week at Big Pond, North side East Bay, South side East Bay, and Castle Bay.
- Government Wharves.—Steamer must call whenever possible.
- Subsidy.—\$8,500 per annum, payable in July, October, December and at the close of the service.
- Mails.—To be carried free.



DISTANCES.

	Miles.
Grand Narrows to Marble Mountain.. . . . .	18
" West Bay.. . . . .	31
" Irish Cove.. . . . .	11
" Johnston's Harbour.. . . . .	19
" St. Peter's.. . . . .	31
" Grandique.. . . . .	44
" Mulgrave.. . . . .	65

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			No. of Passengers Carried.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Richmond.....	112.5	18	8.25	105	162	75	100	21	9	Sydney..	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907.....		1,320	650	Not stated.	Not stated.	\$6,000 00
1908.....	145	2,100	772	Nil.	Nil.	6,000 00
1909.....	153	2,290	554	Nil.	Nil.	6,000 00
1910.....	156	2,200	425	Nil.	Nil.	6,000 00
1911.....	204	1,970	515	6	Nil.	6,000 00
1912.....	214	2,274	735	28	Nil.	6,000 00
1913.....	224	2,180	674	35	Nil.	5,920 50
1914.....	197	1,250	475	10	Nil.	6,500 00
1915.....	208½	1,360	467	15	Nil.	6,500 00
1916.....	233	1,390	483	23	Nil.	6,500 00
1917.....	214	1,680	585	18	Nil.	6,500 00
1918.....	212	In.... 860 Out.. 720	455 245	25 10	Nil. Nil.	} 8,500 00
	Total.....	1,580	700	35	Nil.	

QUEBEC AND HARRINGTON.

G. F. GIBSONE.

J. E. BERNIER.

Contract No. 35-A.  
T. & C. File 21300.

Steam Service during the year 1918, between Quebec and Harrington, calling at ports and places along the northern shore of the River St. Lawrence between such terminals—

1918-19.. . . . .	\$28,000
1919-20.. . . . .	No subsidy voted.



## SESSIONAL PAPER No. 10a

During 1918 this service was performed by two contractors:—

(a) G. F. Gibsone, of Quebec.

(b) J. E. Bernier, of Quebec.

*Service (a).*

*Contractor.*—G. F. Gibsone, Quebec, Que.

*Contract dated.*—April 3, 1918.

*Duration of Contract.*—Season of navigation on the St. Lawrence, 1918.

*Service.*—Two round trips a month from Quebec to Natashquan and return, extending two trips to Harrington Harbour, one in May or June, and the other in October or November.

*Ports of Call.*—Quebec, Godbout, Trinity Bay, Pentecost River, Rivière aux Graines, Clarke City, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point, Mingan, Esquimaux Point and Natashquan.

*Subsidy.*—\$18,000, or \$1,285.71 for each of 14 round trips, which shall constitute a full season's service.

*Mails.*—To be carried free.

## DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed. Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Savoy.....	129.9	25.2	14.5	184	348	325	64	53	8	Montrose.	1895	Steel.

## DISTANCES.

	Miles.
Quebec to Godbout.. . . .	224
Godbout to Pt. des Monts.. . . .	8½
Pt. des Monts to Trinity Bay.. . . .	6
Trinity Bay to Egg Island.. . . .	12½
Egg Island to Pentecost.. . . .	12
Pentecost to Seven Islands.. . . .	42
Seven Islands to Clark City.. . . .	8½
Clark City to Moisie.. . . .	18
Moisie to Rivière aux Graines.. . . .	35
Rivière aux Graines to Sheldrake.. . . .	12
Sheldrake to Thunder River.. . . .	5
Thunder River to Magpie.. . . .	18½
Magpie to St. John's River.. . . .	6
St. John's River to Long Point.. . . .	8½
Long Point to Mingan.. . . .	5
Mingan to Esquimaux Point.. . . .	17
Esquimaux Point to Natashquan.. . . .	77½
Natashquan to Harrington.. . . .	122½
Total.. . . .	628½

*Service (b.)*

*Contractor.*—Capt. J. E. Bernier, of Lauzon, Lévis, Que.

*Contract dated.*—June 12, 1918.



9 GEORGE V, A. 1919

*Duration of Contract.*—Season of navigation on the St. Lawrence, 1918.

*Service.*—Two round trips each month, alternating regularly with the steamship *Savoy*, from Quebec to Natashquan, extending one trip each month to Harrington Harbour.

*Ports of Call.*—Quebec, Godbout, Point des Monts, Trinity Bay, Egg Island, Pentecost River, Rivière aux Graines, Clarke City, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point, Mingan, Esquimax Point, Natashquan and Harrington.

*Subsidy.*—\$10,000 for the season, or \$909.09 for each of eleven round trips, which constitute a full season's service.

*Mails.*—To be carried free.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.		Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
Guide.....	114	21.6	12.9	82	153	110	20	113		8	Dum. barton.	1892	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy paid.
1907.....	32	2,508	24,000	Not stated.	Not stated.		\$ cts 20,000 00
					Lock Bags.	Tied Sacks.	
1908.....	35	2,695	10,180	22	1,692	1,448	20,000 00
1909.....	35	2,359	4,970	110	1,589	913	20,000 00
1910.....	30	2,996	8,600	179	1,389	1,138	20,000 00
1911.....	19	1,803	3,660	98	670	856	13,666 65
1912.....	23	2,330	6,312	130	1,104	1,144	12,214 28
1913.....	13	2,033	4,159	172	612	468	13,812 50
1914.....	28½	2,285	9,339	Nil.	1,946	Nil.	25,983 35
1915.....	32	3,081	4,669	Nil.	2,737	Nil.	28,000 00
1916.....	32	4,013	3,383	Nil.	2,247	Nil.	28,000 00
1917.....	14	1,114	1,711	Nil.	2,146	Nil.	23,666 60
1918.....	14 (a)	{ In.. 277 Out.. 319	{ 538 1,965	{ 15 32	{ 464 2,180	{ 11 38	{ 18,000 00
	Total..	596	2,503	47	2,644	49	
	11 (b)	{ In.. 110 Out. 67	{ 438 895	{ Nil. Nil.	{ 363 615	{ Nil. Nil.	{ 10,000 00
	Total...	177	1,333	Nil.	978	Nil.	

Service performed by Holliday Bros., of Quebec, from 1908 to 1913 inclusive and from 1914 to 1916 inclusive by the Canada Steamship Lines Ltd.  
(a) G. F. Gibsone.  
(b) J. E. Bernier



SESSIONAL PAPER No. 10a

QUEBEC AND GASPE BASIN.

ULRIC TREMBLAY.

Contract No. 21.

T. & C. File 17656.

Vote.—*Steam Service between Quebec and Gaspé Basin, touching at intermediate ports—*

1918-19.. . . . .	\$8,500
1919-20.. . . . .	No subsidy voted.

Contractor.—Ulric Tremblay, of Quebec, Que.

Date of Contract.—April 15, 1918.

Duration of Contract.—From the opening to the close of navigation in 1918.

Service and Ports of Call.—A regular service of two round voyages each month between Quebec and Gaspé Basin, during the season of navigation on the St. Lawrence, calling both ways, weather and water permitting, at Cape Chat, Ste. Anne de Monts, Mont Louis, Grande Vallée, Chlorydomes, Fox River, Griffin Cove, L'Anse à Louise, Grande Grève, Douglastown and Gaspé Basin; and at the following places once each round trip, either on the up or down voyage, viz.: Mechins, Marsouins, Martin River, Claude River, St. Antoine, Magdalen, Petite Vallée, Pte. Frigate, St. Yvon, Pte. Sèche, Grand Etang, Anse à Valeau, Pte. Jaune, as well as such other ports or ports, place or places, en route, as the Minister may from time to time direct. Fourteen round trips during the season of navigation constitute a full season's service.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$8,500 per annum, payable monthly, at the rate of \$607.14 per trip.

Mails.—To be carried free.

DISTANCES.	Miles.
Quebec to Matane.. . . . .	199
Matane to Ste. Félicité.. . . . .	9
Ste. Félicité to Mechins.. . . . .	14
Mechins to Cap Chat.. . . . .	13
Cap Chat to Ste. Anne.. . . . .	9
Ste. Anne to Martin River.. . . . .	15
Martin River to Claude River.. . . . .	11
Claude River to Mount Louis.. . . . .	6½
Mount Louis to St. Antoine.. . . . .	7½
St. Antoine to Lit. Madeleine.. . . . .	5
Lit. Madeleine to Cap Madeleine.. . . . .	4
Cap Madeleine to Grand Valley.. . . . .	6½
Grand Valley to Pte. Vallée.. . . . .	3½
Pte. Vallée to Pte. Frigate . . . . .	4
Pte. Frigate to Chlorydomes.. . . . .	5½
Chlorydomes to Pte. Seche.. . . . .	2½
Pte. Sèche to Grand Etang.. . . . .	3
Grand Etang to Anse à Valeau.. . . . .	6½
Anse à Valeau to Pte. Jaune.. . . . .	3
Pte. Jaune to Little Fox River.. . . . .	3
Little Fox River to Fox River.. . . . .	3
Fox River to Griffin Cove.. . . . .	5½
Griffin Cove to L'Anse à Louise.. . . . .	4
L'Anse à Louise to Cap Rosier . . . . .	2
Cap Rosier to Grande Grève.. . . . .	11
Grande Greve to Douglastown . . . . .	5
Douglastown to Gaspé Basin.. . . . .	8½
Total.. . . . .	369½



9 GEORGE V, A. 1919

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
A.Tremblay	111	28	10	147	244	400	30	24	7	Mahone	1916	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907.....	15	2,275	2,200	Nil.	Nil.	8,500 00
1908.....	15	2,225	2,295	Nil.	Nil.	8,500 00
1909.....	15	1,806	2,359	Nil.	Nil.	8,500 00
1910.....	15	1 631	2,525	Nil.	Nil.	8,500 00
1911.....	15	1,801	2,070	Nil.	Nil.	8,500 00
1912.....	15	2,605	2,060	Nil.	Nil.	8,500 00
1913 (a) (Bouchard Bros. service)..	13	1,510	1,378	Nil.	Nil.	7,366 67
1913 (b) (These two trips were made by the "Gaspesien," of the Gaspé and Baie des Chaleurs Line).	2	228	2,975	Nil.	Nil.	1,133 33
1914.....	15	1,523	3,275	Nil.	Nil.	8,500 00
1915.....	15	1,233	3,562	Nil.	Nil.	8,500 00
1916.....	31	1,224	3,921	Nil.	Nil.	8,500 00
1917.....	9	373	641			5,100 00
1918	13	In... 69	631	Nil.	Nil.	7,892 82
		Out.. 97	1,015	Nil.	Nil.	
		Total.. 166	1,646	Nil.	Nil.	

From 1907 to 1913 the service was performed by Bouchard Bros., Quebec over part of the route covered by the present contract, between the ports of Quebec and Gaspé Basin.

The *Lady of Gaspé* was wrecked on October 13, 1915, after performing twelve trips. The remaining three trips were run by the *Percesien*, of the Gaspé and Baie des Chaleurs Steamship Company, who received \$1,700 for the service.

The steamers *Percesien* and *Gaspesien* were sold by the contractors towards the end of October, 1917.



SESSIONAL PAPER No. 10a

QUEBEC AND THE NORTH AND/OR SOUTH SHORES OF THE GULF OF  
ST. LAWRENCE, AND/OR PRINCE EDWARD ISLAND, NOVA SCOTIA  
NEWFOUNDLAND AND THE MAGDALEN ISLANDS.

THE GULF OF ST. LAWRENCE SHIPPING AND TRADING CO.

Contract No. 76.  
T. & C. File No. 22074.

*Vote 173.—Steam Service between Quebec and ports on the North and/or South Shores of the Gulf of St. Lawrence, and/or between ports in Prince Edward Island, Nova Scotia, Newfoundland and the Magdalen Islands—*

1918-19.. . . . .	No subsidy voted.
1919-20.. . . . .	\$70,000

(Although no subsidy was granted last year for this service in its present form, the present vote replaces the following votes of 1918-19, which are now discontinued).

Quebec and Harrington.. . . . .	\$28,000
Quebec and Gaspé Basin.. . . . .	8,500
Mainland and Magdalen Islands.. . . . .	18,000
	<hr/>
	\$54,500

The subsidy of \$20,000 for a service between Prince Edward Island, Cape Breton and Newfoundland was also eliminated at the beginning of the fiscal year 1918-19.

*Contractors.*—The Gulf of St. Lawrence Shipping and Trading Company, Ltd., of Quebec, Que.

*Date of Contract.*—November 20, 1918. (Authorized by Order in Council of October 2, 1918.)

*Duration of Contract.*—From the opening of navigation, 1919, to the close of navigation, 1923.

*Service and Ports of Call.*—(1) Quebec and South Shore service. Two round trips a month from Quebec, calling at Cap Chat, Mont Louis, Fox River, Douglastown, Gaspé Basin, Summerside, Charlottetown, Pictou and Cheticamp, to Port aux Basques or other port in Newfoundland, returning to Quebec via Amherst, in the Magdalen Islands, Gaspé Basin, Douglastown, Fox River, Mont Louis and Cap Chat.

(2) Quebec and North Shore service.

(a) One round trip each month from Quebec to Godbout, Seven Islands, Clarke City, Mingan, Esquimaux Point, Natashquan, Harrington Harbour and Bras d'Or Bay, returning to Quebec, calling at the aforesaid ports.

(b) One round trip each month from Quebec to Godbout, Seven Islands, Clarke City, Mingan, Esquimaux Point, Natashquan, Harrington Harbour, and port or ports on the western coast of Newfoundland, returning to Quebec via Natashquan, Esquimaux Point, Mingan, Clarke City, Seven Islands and Godbout.

(c) Two round trips each month from Quebec to Natashquan, calling each way at Bersimis, Godbout, Trinity Bay, Egg Island, Pentecost, Seven Islands, Clarke City, Rivière aux Graines, Sheldrake, Thunder River, Magpie, St. John's River, Longue Pointe, Mingan, Esquimaux Point and Piastre Bay, provided that suitable range lights be placed by the Government at the last-named place.



The above-mentioned services are to be run during the season of navigation on the St. Lawrence, in each of the years 1919 to 1923, both included.

(3) Two round trips each week between Pictou, Souris, and Amherst, Grindstone and Pointe Basse in the Magdalen Islands, calling also at Etang du Nord and Grand Entry once each week, and calling at Bryan Island once each month in June, July, August and September. All the aforesaid service is to be maintained from the opening until the closing of navigation at the Magdalen Islands in each year from 1919 to 1923, both included. In case navigation closes at Pictou before it closes at the Islands, some port in Cape Breton, to be approved by the Minister, shall be substituted for Pictou. Calls at Grand Entry will not be required after the end of September in each year.

*Subsidy.*—\$70,000 per annum, divided as follows:—

(1) Quebec and South Shore service: \$1,428.57 per round trip for 14 round trips, the total amount to be not more than \$20,000 per annum.

(2) Quebec and North Shore service: (a) and (b) \$1,428.57 per round trip for 14 round trips between Quebec and Newfoundland or Quebec and Bras d'Or Bay, the total amount to be not more than \$20,000 per annum.

(c) \$714.28 per round trip for 14 round trips by the steamer *Guide* between Quebec and Natashquan, the total amount to be not more than \$10,000 per annum.

(3) Magdalen Islands and the mainland service: \$20,000 per annum, payable in equal instalments.

*Mails.*—To be carried free.

*Delays at Wayports.*—If, at any port where boats are used for loading and discharging freight, such boats do not come out to the steamer within 30 minutes after the said steamer has anchored, the steamer shall be at liberty, at the captain's discretion, to proceed on her voyage. Notice of arrival must be given by steam whistle or otherwise at the time of anchoring.

DISTANCES.

(1) Quebec and South Shore Service:—	Miles.
Quebec to Cap Chat.. . . . .	235
Cap Chat to Mont Louis.. . . . .	42
Mont Louis to Fox River.. . . . .	57
Fox River to Douglastown.. . . . .	28
Douglastown to Gaspé Basin.. . . . .	8
Gaspé Basin to Summerside.. . . . .	175
Summerside to Charlottetown.. . . . .	40
Charlottetown to Pictou.. . . . .	40
Pictou to Cheticamp.. . . . .	85
Cheticamp to Port aux Basques.. . . . .	115
	<hr/>
	825
Port aux Basques to Amherst, M.I.. . . . .	125
Amherst to Gaspé Basin.. . . . .	145
	<hr/>
	1,095
	<hr/>



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(2) Quebec and North Shore Service:—	Miles.
Quebec to Godbout.. . . . .	224
Godbout to Pt. des Monts.. . . . .	8½
Pt. des Monts to Trinity Bay.. . . . .	6
Trinity Bay to Egg Island.. . . . .	12½
Egg Island to Pentecost.. . . . .	12
Pentecost to Shelter Bay.. . . . .	17
Shelter Bay to Clarke City.. . . . .	13
Clarke City to Seven Islands.. . . . .	8½
Seven Islands to Moisie.. . . . .	18
Moisie to Rivière aux Graines.. . . . .	35
Rivière aux Graines to Sheldrake.. . . . .	12
Sheldrake to Thunder River.. . . . .	5
Thunder River to Magpie.. . . . .	18½
Magpie to St. John's River.. . . . .	6
St. John's River to Long Point.. . . . .	8½
Long Point to Mingan.. . . . .	5
Mingan to Esquimaux Point.. . . . .	17
Esquimaux Point to Natashquan.. . . . .	77½
Natashquan to Harrington.. . . . .	122½
	626½
Harrington to Bras d'Or Bay.. . . . .	100
Harrington to Bonne Bay, Nfld.. . . . .	100

(3) Mainland and Magdalen Islands Service:—	Miles.
Pictou to Souris.. . . . .	50
Souris to Etang du Nord.. . . . .	76
Etang du Nord to Amherst.. . . . .	33
Amherst to Grindstone.. . . . .	9
Grindstone to Pointe Basse.. . . . .	4
Pointe Basse to Grand Entry.. . . . .	15
	187
Etang du Nord to Bryan Island.. . . . .	50

TRAFFIC RETURNS.

- (1) Quebec and North Shore service:—See page 76.
- (2) Quebec and South Shore service:—See page 76.
- (3) Magdalen Islands and mainland service:—See page 58.

SUMMER SERVICE BETWEEN RIVIERE DU LOUP AND TADOUSSAC  
AND OTHER NORTH SHORE PORTS.

Contract No. 62.  
T. & C File 15931.

*Steam Service between Rivière-du-Loup, Tadoussac and other North Shore ports—*

1918-19.. . . . .	\$6,000
1919-20.. . . . .	No subsidy voted.

No service was performed during 1917 or 1918.

ST. CATHERINE'S BAY AND TADOUSSAC.

JOSEPH TREMBLAY, ALEXIS.

Contract No. 24.  
T. & C. File No. 19014.

*Vote 174.—Winter steam service between St. Catherine's Bay and Tadoussac—*

1918-19.. . . . .	No subsidy voted.
1919-20.. . . . .	\$886.67

*Contractor.*—Jos. Tremblay, Alexis, Chicoutimi, Quebec.  
*Date of Contract.*—October 29, 1917.



*Duration of Contract.*—November 15, 1917, to May 15, 1918.

*Service and Ports of Call.*—(a) Two round trips each day (Sunday excepted) between St. Catherine’s Bay and Tadoussac; and one round trip on such Sundays as may be necessary to carry mails in case the said mails have been delayed and have not been transported on the regular trips as required under this contract on the previous day. (b) One round trip each month between Tadoussac and Escoumains, and one round trip each month between Grosse Roche and Tadoussac. (c) In addition to trips enumerated in (a) and (b), after the 15th of April one round trip per week from Tadoussac to Rivière-du-Loup.

*Subsidy.*—\$3,500 per annum, payable in instalments on the last days of November, December, January, February, March, April and May. The vote of \$886.67 is to pay subsidy for the service performed from April 1 to May 15, 1918. As there was no money voted for this service in 1918-19, \$886.67 was paid to the contractor to cover the completion of his contract, and the payment was charged to “Unforeseen Expenses,” which account will be repaid by the vote for 1919-20.

*Mails.*—To be carried free.

*Distance.*—St. Catherine’s Bay to Tadoussac, 3 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					C. Ft.		Knots			
Ha Ha!	51.2	15	6	22	38	—	—	Nil.	17	—	Quebec.	1913	Wood
Georges William.	71.9	12.3	10	26	52	—	—	Nil.	20	—	Escoumains	1913	Wood



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TRAFFIC RETURNS.

Year.	No. of Round Trips Run.	Passengers No.	Freight Tons.	Live Stock No.	MAILS.		Subsidy Paid.
					Bags.	Sacks.	
							\$ cts.
*Feb. 15 to May 15, 1909.....	150	359	6	9	260	Nil.	2,250 00
†1910.....	272	479	8	38	462	167	4,019 52
‡1911.....	284	452	29	56	667	116	3,357 91
‡1912.....	277	637	31	111	705	141	3,364 09
‡1913.....	286	629	40	96	919	152	3,459 32
‡1914.....	259	545	43	58	852	257	2,623 65
‡1915.....	268	567	77	96	966	439	3,849 98
‡1916 (to April 30)...	124	In 114 Out 138	18 24	16 18	291 124	189 35	1,458 33
	Total....	252	42	34	415	224	
(a) 1917.....	354	In 195 Out 179	15 6	18 11	1,519 807	648 388	3,982 82
	Total....	374	21	29	2,326	1,036	
1918.....	226	In....255 Out...199	5 7	15 7	392 347	631 427	2,737 18
	Total....	454	12	22	739	1,058	

\*Service performed by Price Bros., Quebec.  
†Service performed by La Cie Trans-St. Laurent.  
‡Service performed by the Quebec and Lévis Ferry Co.  
(a) Includes returns from November 17, 1916, at which date the service was taken over by Mr. Tremblay.

ST. JOHN AND PORTS IN CUMBERLAND BASIN.

HARBINGER STEAMSHIP COMPANY, LTD.

Contract No. 59.

T. & C. File No. 17490.

Vote 175—Steam Service between St. John and ports in Cumberland Basin—

1917-18.. . . . .	\$3,000
1918-19 .. . . . .	3,000

Contractors.—The Harbinger S. S. Co., Ltd., of River Hebert, N.S.

Date of Contract.—March 12, 1917. This was not renewed for 1918.

Duration of Contract.—From the opening to the close of navigation in 1917.

Service.—Weekly.

Ports of Call.—St. John, Albert, Riverside and Harvey, N.B., and Joggin's Mines Minudie and River Hebert in Cumberland County, N.S. A call is required at Amherst Point Wharf, when there is freight to be taken on or put off there.

Government Wharves.—Steamer must call whenever possible.



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*Subsidy.*—\$3,000, payable in equal instalments of \$1,000 on July 1, October 1. and on the completion of the service.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
St. John to Harvey.. . . . .	75
Harvey to Riverside.. . . . .	4
Riverside to Joggins.. . . . .	13
Joggins to Amherst Point.. . . . .	18
Amherst Point to Minudie.. . . . .	3
Minudie to River Hebert.. . . . .	8
Total.. . . . .	121

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Harbinger.....	97	20	8·4	46	108	100	46	16	8	Shelburne, N.S.	1901	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909.....	39	Nil.	1,243	Nil.	Nil.	\$3,000 00
1910.....	38	40	3,055	Nil.	Nil.	3,000 00
1911.....	35	26	1,950	Nil.	Nil.	3,000 00
1912.....	35	24	2,175	Nil.	Nil.	2,837 84
1913.....	31	40	3,675	Nil.	Nil.	2,694 43
1914.....	37	35	3,037	Nil.	Nil.	3,000 00
1915.....	37	38	2,950	Nil.	Nil.	3,000 00
1916.....	32	25	2,444	Nil.	Nil.	2,750 00
1917 .....	34	{ In 3 Out 18 Total.. 21	{ 400 2,350 2,750	Nil.	Nil.	3,000 00
1918.....	No service was performed.					



SESSIONAL PAPER No. 10a

ST. JOHN AND ST. ANDREWS, N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.  
T. & C. File No. 21229.

Vote 176.—*Steam Service between St. John, N.B., and St. Andrews, N.B.; calling at intermediate points—*

1918-19.. . . . .	\$4,000
1919-20.. . . . .	4,000

Contractors.—The Maritime Steamship Company, Ltd., of Black’s Harbour, N.B.

Date of Contract.—May 23, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service and Ports of Call.—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black’s Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

(a) Leave St. John for St. Andrews on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black’s Harbour, Back Bay or Letete, Deer Island and Red Store or St. George.

(b) Returning leave St. Andrews for St. John on Tuesday mornings, calling at Letete or Back Bay, Black’s Harbour, Beaver Harbour and Dipper Harbour.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

Mails.—To be carried free.

DISTANCES.

	Miles.
St. John to Dipper Harbour.. . . . .	19
“ Beaver Harbour.. . . . .	36
“ Black’s Harbour.. . . . .	42
“ Lord’s Cove.. . . . .	50
“ Back Bay.. . . . .	55
“ Letete.. . . . .	58
“ St. George.. . . . .	68
“ St. Andrew’s.. . . . .	80

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Connors Bros.	Ft. 97	Ft. 21·6	Ft. 9	49	133	150	197	30	Knots 8	Shelburne, N.S.	1904	Wood.



TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid. \$ cts.
					Lock Bags.	Tied Sacks.	
May 1 to Dec. 31, 1909...	26	873	2,762	Nil.	Nil.	Nil.	500 00
1910.....	48	1,040	4,733	Nil.	Nil.	Nil.	2,500 00
1911.....	49	1,058	5,005	Nil.	196	Nil.	3,384 62
1912.....	48	1,095	4,825	Nil.	192	Nil.	3,769 23
1913.....	47	1,091	4,656	Nil.	188	Nil.	4,000 00
1914.....	48	1,121	5,436	Nil.	200	Nil.	4,000 00
1915.....	50	1,276	5,884	Nil.	200	6	4,000 00
1916 .....	52	1,275	6,846	Nil.	208	12	4,000 00
1917 .....	52	1,289	5,719	Nil.	184	22	4,000 00
1918 .....	52	In .. 640	2,755	Nil.	210	Nil.	4,000 00
		Out. 640	4,284	Nil.	288	12	
		Total. 1,280	7,039	Nil.	498	12	

ST. JOHN AND BRIDGETOWN.

BRIDGETOWN STEAMSHIP COMPANY.

Contract No. 72.

T. & C. File No. 21180.

Vote 177.—*Steam Service between St. John and Bridgetown—*

1918-19.. . . . .	\$2,500
1919-20.. . . . .	2,500

*Contractors.*—The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.

*Date of Contract.*—May 6, 1918.

*Duration of Contract.*—From the opening to the close of navigation in 1918.

*Service and Ports of Call.*—Weekly; making thirty-two round trips during the season of navigation between St. John and Bridgetown, calling each way at Ray's Creek, Tupperville and Round Hill; and calling fortnightly at Clementsport and Deep Brook.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$78.12 for each round trip, not to exceed a total of \$2,500 for the season, payable on July 1, October 1, and at close of navigation.

*Mails* —To be carried free.

DISTANCES.

	Miles.
Bridgetown to Upper Granville.. . . . .	5½
Granville to Tupperville.. . . . .	½
Tupperville to Round Hill.. . . . .	7
Round Hill to St. John.. . . . .	57
Total.. . . . .	70



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DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Valinda.....	Ft. 95	Ft. 21.5	Ft. 9.3	56	117	60	25	19	9½	Liverpool, N.S.....	1911	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1912.....	56	7	5,148	Nil.	Nil.	\$ 2,000
1913.....	36	55	3,021	Nil.	Nil.	2,000
1914.....	35	30	3,845	Nil.	Nil.	2,500
1915.....	36	17	2,313	Nil.	Nil.	2,500
1916.....	35	29	2,554½	Nil.	Nil.	2,500
1917.....	36	28	2,493	Nil.	Nil.	2,500
1918.....	34	{ In... 11 Out.. 12	{ 1,392 1,012	{ Nil.	{ Nil.	2,500
		Total 23	2,404	Nil.	Nil.	

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.

T. & C. File 21028.

Vote 178.—Steam Service between St. John and Digby—

1918-19.. . . . .	\$20,000
1919-20.. . . . .	20,000

Contractors.—The Dominion Atlantic Railway Company of Kentville, N.S.  
On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.

Date of Contract.—April 5, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919.

Service and Ports of Call.—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

Connection at St. John.—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the C.P.R. afternoon train for Montreal.



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In the event of any trip from Digby to St. John or the connection with the west-bound trains at St. John being missed owing to stress of weather, upon satisfactory evidence thereof being furnished the Minister, he may direct that no deduction be made from the subsidy.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$20,000 payable quarterly, in July, October, January and April.

*Mails.*—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.

*Distance.*—St. John to Digby, 47 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Empress.....	235	34	28	612	1341	500	450	.....	.....	Nil.	365	16½	New castle- on-Tyne.	1906	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails..		Subsidies Paid.
1907.....	263	27,068	21,285	Not stated.	Not stated.		\$    cts. 16,245 29
1908.....	314	28,782	21,161	349	{ 2,093 lock bags. 8,413 tied sacks. }		19,935 90
1909.....	313	29,889	22,061	471	Bags.	Sacks.	19,792 50
1910.....	313	32,328	23,163	499	4,414	16,004	19,872 20
1911.....	311	30,834	27,040	406	4,782	17,511	19,870 96
1912.....	312	31,152	26,520	580	5,075	21,340	19,936 71
1913.....	320	39,781	29,507	455	6,434	18,238	19,613 73
1914.....	377	30,957	23,810	1,155	6,049	15,213	19,805 19
1915.....	312	25,795	22,367	617	3,443	25,427	20,000 00
1916.....	315	31,109	32,893	569	3,438	25,186	20,000 00
1917.....	305	27,532	34,772	801	3,421	26,213	19,423 08
1918.....	304	{ In . 18,710 Out. 19,348 }	{ 6,125 23,561 }	{ 742 143 }	2,432 912	13,303 8,297	20,000 00
Total.....		38,058	29,686	885	3,344	21,600	



SESSIONAL PAPER No. 10a

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.  
T. & C. File 21019.

Vote 179.—*Steam Service between St. John, Digby, Annapolis and Granville, viz.: along the west coast of the Annapolis Basin—*

1918-19.. . . . .	\$2,000
1919-20.. . . . .	2,000

Contractors.—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.  
Date of Contract.—April 4, 1918.  
Duration of Contract.—April 1, 1918, to March 31, 1919. .

Service and Ports of Call.—A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Repairs.—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the minister.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

Subsidy.—\$2,000 per annum, payable quarterly in July, October, January and April.

DISTANCES.

	Miles.
St. John to Annapolis.. . . . .	62
St. John to Victoria Beach.. . . . .	45
Victoria Beach to Port Wade.. . . . .	5
Port Wade to Granville Ferry.. . . . .	12
Granville Ferry to Granville Centre.. . . . .	4
Granville Centre to Annapolis.. . . . .	4
Granville Ferry to Annapolis.. . . . .	$\frac{1}{2}$
Distance between terminal points <i>via</i> way ports.. . . . .	70

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Granville.....	112	22	9	49	139	100	38	24	9	Shelburne..	1909	Wood.



TRAFFIC RETURNS.

Calendar Year.	No. Round trips Run.	Number Passengers Carried.	Tons Freight.	Live Stock.	Mails.	Subsidy Paid.
1907.....	52	100	2,721	Nil.	Nil.	1,500 00
1908.....	50	131	3,119	Nil.	Nil.	1,500 00
1909.....	51	58	3,069	Nil.	Nil.	1,471 15
1910.....	49	118	2,868	Nil.	Nil.	1,500 00
1911.....	47	60	2,694	Nil.	Nil.	1,500 00
1912.....	50	66	3,386	Nil.	Nil.	1,500 00
1913.....	51	57	2,788	Nil.	Nil.	1,500 00
1914.....	52	69	3,024	Nil.	Nil.	1,875 00
1915.....	50	39	3,079	Nil.	Nil.	1,961 55
1916.....	50	77	4,069	Nil.	Nil.	2,000 00
1917.....	45	78	3,299	Nil.	Nil.	1,875 00
1918.....	44	In... 26	2,417	Nil.	Nil.	} 2,000 00
		Out.. 48	1,559	Nil.	Nil.	
		Total 74	3,976	Nil.	Nil.	

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN.

BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

Contract No. 71.

T. & C. File 21252.

Vote 180.—Steamship Service between St. John, N.B., and ports on the Bay of Fundy and Minas Basin, and Margareville, N.S.—

1918-19.. . . . .	\$8,000
1919-20.. . . . .	8,000

Contractors.—The Bay of Fundy and Minas Basin Steamship Company, Ltd., of Margareville, N.S.

Date of Contract.—May 30, 1918.

Duration of contract.—From the opening to the close of navigation in 1918.

Service and Ports of Call.—A regular weekly service between St. John, N.B., and Margareville, N.S., calling each way at Hampton, Port Lorne, Port George, Morden, Ogilvie's Wharf, Harbourville and Hall's Harbour, and every two weeks at Parker's Cove and Scott's Bay. Thirty-six round trips are to be made during the season of navigation.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$3,000 per annum, payable in quarterly instalments in June, August, October, and on the close of navigation.

Mails.—To be carried free.



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DISTANCES.

St. John to Hampton.. . . . .	40
Hampton to Port Lorne.. . . . .	5
Port Lorne to Port George.. . . . .	7
Port George to Margaretville.. . . . .	6
Margaretville to Morden.. . . . .	6
Morden to Ogilvie's Wharf.. . . . .	4
Ogilvie's Wharf to Harbourville.. . . . .	3
Harbourville to Hall's Harbour.. . . . .	12
Hall's Harbour to Scott's Bay.. . . . .	12
Total.. . . . .	95

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In.	Of.
	Ft.	Ft.	Ft.									
Ruby L.....	93	20	8·6	51	119	100	20	16	9½ Knots	Margaretville.	1906	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.
1911.....	69	283	5,068	Nil.	Nil.	\$ 5,105 35
1912.....	113	707	8,839	Nil.	Nil.	8,000 00
1913.....	106	604	8,569	Nil.	Nil.	7,812 50
1914.....	100	436	8,874	Nil.	Nil.	7,547 17
1915.....	76½	190	6,530	Nil.	Nil.	5,914 83
1916.....	93	261	7,305	Nil.	Nil.	6,122 52
*1917.....	83	121	6,648½	Nil.	Nil.	4,919 88
1918.....	27	In.... 23	1,555	Nil.	Nil.	} 2,249 91
		Out... 29	885	Nil.	Nil.	
		Total. 52	2,440	Nil.	Nil.	

\* In 1917 Sixteen trips were performed by Arthur Longmire of Hillsburn, N.S. with the S. S. *Alice Longmire*, between St. John and Anderson's Cove. These are included in the 1917 traffic returns shown above.

In 1911 only two steamers were employed, and the St. John and Margaretville service was not included in the contract.

In 1915 the *Brunswick* did not commence running on route "B" until August 27.

ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS.

HUGH CANN & SON, LTD.

Contract No. 42A.  
T. & G. File No. 17486.

Vote 181.—*Steam Service or Services between St. John, Westport and Yarmouth and other way ports—*

1918-19.. . . . .	\$10,000
1919-20.. . . . .	10,000







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ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND AND CAMPOBELLO, ETC.

DEER ISLAND AND CAMPOBELLO STEAMBOAT COMPANY.

Contract No. 31.

T. & C. File No. 15490.

Vote 182.—*Steam Service during the year 1919 between St. Stephen, N.B., St. Croix River points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Back Bay—*

1918-19.. . . . .	\$6,000
1919-20.. . . . .	6,000

Contractors.—The Deer Island and Campobello Steamboat Company, of St. Stephen, N.B.

Date of Contract.—March 19, 1915.

Duration of Contract.—January 1 to December 31, 1915.

This contract was not renewed for 1916, but the company kept the *Viking* on the route until April 15, 1916, when the certificate for this steamer expired. The service was then continued with a gasoline launch *Casarco 3rd* until November 30, 1916, and payment of subsidy earned during 1916 was authorized by Order in Council.

No contract was entered into for this service for 1917 or 1918, and no service was performed during those years.

Service and Ports of Call.—(a) During the months of May to October, inclusive, three trips each week from L'Etete or Back Bay to St. Stephen and return, calling each way at Lord's Cove, Richardson, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews.

(b) During the months of June, July, August and September, one trip each week from St. Andrews to L'Etete or Back Bay.

(c) During the months from November to April, inclusive, two round trips each week from L'Etete or Back Bay to St. Stephen and return, calling each way at Lord's Cove, Richardson, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and

(d) During the said months from November to April, inclusive, one trip each week from L'Etete or Back Bay to St. Andrews and return, calling each way at Lord's Cove, Richardson, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island and Fairhaven.

Government Wharves.—Steamer must call whenever possible.

Condition of "*Viking*."—Should the steamship *Viking* not be in sufficiently good condition to pass a satisfactory inspection by the Department of Marine and Fisheries during the current summer, this contract shall be cancelled, unless the contractors are able to make necessary repairs in a reasonable time.

Subsidy.—\$6,000, of which \$3,000 is payable on July 1, and the balance on the completion of the service.

Mails.—To be carried free.







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## SYDNEY AND BAY ST. LAWRENCE.

THE NORTH SHORE STEAMSHIP COMPANY, LTD.

Contract No. 33.

T. &amp; C. File No. 21062.

*Vote 183.—Steam Service during the season of 1919, between Sydney and Bay St. Lawrence calling at way ports—*

1918-19.. . . . .	\$6,000
1919-20... . . . .	6,000

*Contractors.*—The North Shore Steamship Company, Limited, of Sydney, N.S.

*Date of Contract.*—April 15, 1918.

*Duration of Contract.*—From the opening to the close of navigation in the year 1918.

*Services and Ports of Call.*—From the opening of navigation until June 15, and from October 15 until the close of navigation, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling at North Sydney, Ingonish, Neil's Harbour and Dingwall; returning calling at Neil's Harbour, Ingonish and North Sydney.

From June 15 to October 15 two full trips each week between Sydney and Ste. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls on the outward trip at Dingwall and Cape North. The Friday trip to Ingonish and Neil's Harbour is to be extended to Dingwall during July and August.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000, payable in instalments in June, August and October, and on the close of navigation.

*Mails.*—To be carried free.

## DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
" Breton Cove.. . . . .	27
" Englishtown.. . . . .	39
" North River.. . . . .	43
" Ingonish.. . . . .	35
" Neil's Harbour.. . . . .	47
" Aspy Bay.. . . . .	59
" Cape North.. . . . .	70
" Bay St. Lawrence.. . . . .	85



9 GEORGE V, A. 1919

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Aspy.....	Ft. 113	Ft. 25	Ft. 8·5	99	215	250	250	42	10	Shelburne, N.S.	1910	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
*1907.....	110	2,766	1,567	Not stated.	Nil.	\$ 1,500
*1908.....	123	3,863	1,945	183	Nil.	1,500
1909.....	.....	2,875	475	Nil.	Nil.	6,500
1910.....	116	2,115	645	80	Nil.	6,500
1911.....	111	2,686	654	30	Nil.	6,500
1912.....	112	2,550	890	160	Nil.	6,500
1913.....	122	2,300	960	95	Nil.	6,000
1914.....	110	1,715	860	45	Nil.	6,000
1915.....	112	1,360	765	130	Nil.	6,000
1916.....	110	1,510	835	45	Nil.	6,000
1917.....	114	1,515	1,120	55	Nil.	6,000
1918.....	113 {	In .. 825 Out. 855	450 810	Nil. 226	} Nil.	6,000
Total.....		1,680	1,260	226		

\*The service was performed by the Bras d'Or Steamboat Co , of North Sydney, N.S., during 1907 and 1908.

SYDNEY AND WHYCOCOMAGH.

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.

T. & C. File No. 21077.

Vote 184.—Steam Service during the season 1919 between Sydney and Whycocomagh—

1918-19.. . . . .	\$3,000
1919-20.. . . . .	3,000

Contractors.—The Bras d'Or Steamboat Company, Limited, of North Sydney, N.S.

Date of Contract.—April 18, 1918.

Duration of Contract.—From the opening to the close of navigation in 1918.

Service and Ports of Call.—From the opening of navigation to June 30, and from October 18 to close of navigation, two full round trips each week; and from June 30 to September 30, three full round trips each week, between Sydney and Whyco-



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comagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

*Subsidy.*—\$3,000, of which \$1,500 is payable on August 15, and the balance on the completion of the service.

*Government Wharves.*—Steamer must call whenever possible.

*Mails.*—To be carried free.

DISTANCES.		Miles.
Sydney to North Sydney...		5
North Sidney to Big Bras d'Or...		20
Big Bras d'Or to New Campbellton...		2
New Campbellton to Boularderie Centre...		7
Boularderie Centre to Ross Ferry...		7
Ross Ferry to Big Harbour...		2
Big Harbour to Kempt Head...		6
Kempt Head to Baddeck...		5
Baddeck to Washabuck...		5
Washabuck to Nyanza...		6
Nyanza to Little Narrows...		10
Little Narrows to Whycocomagh...		7
Total...		82

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots.			
Marion.....	150	26.5	8	269	478	100	400	49	12	New York, U.S.A.	1876	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
						\$ cts.
1907.....	83	4,032	1,241	Not stated.	Nil.	1,000 00
1908.....	82	4,007	1,242		Nil.	1,000 00
1909.....	85	4,496	1,437		Nil.	2,000 00
1910.....	88	6,049	1,403	4,226	Nil.	3,000 00
1911.....	78	6,051	1,690	4,738	Nil.	3,000 00
1912.....	84	5,919	1,820	4,693	Nil.	3,000 00
1913.....	89	6,404	1,607	5,343	Nil.	3,000 00
1914.....	78	5,879	1,554	5,458	Nil.	3,000 00
1915.....	80	5,773	1,556	4,081	Nil.	3,000 00
1916.....	81	6,655	1,794	3,631	Nil.	3,000 00
1917.....	79	6,399	2,029	2,674	Nil.	3,000 00
1918.....	79	In .. 2,275 Out. 2,481	1,094 1,325	2,668 180	} Nil.	3,000 00
	Total.....	4,756	2,319	2,848		



9 GEORGE V, A. 1919

SYDNEY AND THE EAST COAST OF CAPE BRETON.

THE MERCHANTS' TRANSPORTATION COMPANY.

Contract No. 68.

T. & C. File No. 21725.

*Steam Service from Sydney, N.S., around the East Coast of Cape Breton to Hastings, and return to Sydney via the Bras d'Or Lakes—*

1918-19.. . . . .	\$5,500
1919.. . . . .	No subsidy voted.

*Contractors.*—The Merchants' Transportation Company, of Sydney, N.S.

*Date of Contract.*—February 20, 1917

*Duration of Contract.*—From the opening to the close of navigation, 1917. This contract was not renewed.

*Service and Ports of Call.*—Sailing every seven days from Sydney, N.S. to Hastings, N.S., calling at the following ports:—

North Sydney, Port Morien, Main-a-dieu, Louisburg, Gabarus, L'Ardoise, Petit de Grat, Arichat, West Arichat, Mulgrave and Hawkesbury, and returning thence to Sydney, calling at Grandique, Poulamond, St. Peter's, Johnston's Harbour, Irish Cove, Big Pond, North Side East Bay, South Side East Bay, Castle Bay, Grand Narrows and North Sydney.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$5,500, of which \$2,750 is payable on August 1, and the balance on the close of navigation.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
North Sydney to Port Morien.. . . . .	27
Port Morien to Main-a-dieu.. . . . .	14
Main-a-dieu to Louisburg.. . . . .	15
Louisburg to Gabarus.. . . . .	13
Gabarus to L'Ardoise.. . . . .	45
L'Ardoise to Petit de Grat.. . . . .	13
Petit de Grat to Arichat.. . . . .	7
Arichat to Mulgrave.. . . . .	20
Mulgrave to Hawkesbury.. . . . .	2
Hawkesbury to Hastings.. . . . .	3
Hastings to Grandique.. . . . .	20
Grandique to Poulamond.. . . . .	3
Poulamond to St. Peter's.. . . . .	10
St. Peter's to Johnston's Harbour.. . . . .	8
Johnston's Harbour to Irish Cove.. . . . .	10
Irish Cove to Big Pond .. . . . .	8
Big Pond to North Side East Bay.. . . . .	7
North Side East Bay to South Side East Bay.. . . . .	7
South Side East Bay to Castle Bay.. . . . .	25
Castle Bay to Sydney.. . . . .	66
Total .. . . . .	328



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DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.								Knots			
Weymouth..	102·7	19	7·6	106	154	100	100	Nil.	Nil.	26	9	Weymouth.	1890	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measure- ment.		Lock Bags.	Tied Sacks.	
1911.....	22	128	90	225	5	Nil.	Nil.	\$5,000
1912.....	32	217	730	Nil.	20	Nil.	Nil.	4,000
1913.....	35½	205	850	Nil.	Nil.	Nil.	Nil.	5,500
1914.....	33	40	1,125	Nil.	Nil.	Nil.	Nil.	5,500
1915.....	32	25	975	Nil.	10	Nil.	Nil.	5,500
1916.....	34	35	1,045	Nil.	Nil.	Nil.	Nil.	5,500
1917 . . . . .	32	{ In..... 3 Out.... 22	{ 185 925 }	Nil.	Nil.	Nil.	Nil.	5,500
	Total...	25	1,110					
1918. . . . .	No service was performed.							

SYDNEY, BRAS D'OR LAKES, AND CAPE BRETON PORTS.

Vote 185.—*Steam Service from Sydney to Bras d'Or Lake Ports, and Ports on the East and West Coasts of Cape Breton—*

1918-19... ..No subsidy voted.  
1919-20... .. \$14,000

No contract has yet been entered into for this service.

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES.

Vote 186.—*Expenses in connection with the supervision of Subsidized Steamship Services—*

1918-19... .. \$3,000  
1919-20... .. 3,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,000 per annum, and he is allowed the usual travelling and other contingent expenses.

In December, 1916, Mr. Tupper enlisted for active service overseas. He returned to Canada in 1918, and resumed his position as supervising officer on January 1, 1919.



AUTHORIZED BY STATUTE.

(1-2 Geo. V., Chap. 25.)

CANADA, CHINA AND JAPAN.

CANADIAN PACIFIC RAILWAY Co.

Contract No. 39.

T. & C. File No. 18857.

1918-19.. . . . .	\$121,666 66
1919-20.. . . . .	121,666 66

(See page 28.)

AUTHORIZED BY STATUTE.

(8-9 Edward VII, Chapter 36.)

CANADA AND FRANCE.

H. AND A. ALLAN.

Contract No. 32.

T. & C. File 14373.

1918-19.. . . . .	\$200,000
1919-20.. . . . .	Nil

Contractors.—H. and A. Allan, of Montreal, Que.

Date of Contract.—February 9, 1912.

Duration of Contract.—From the opening of navigation, 1912, to the opening of navigation, 1917. (This contract has not been renewed. The Act referred to above expires on May 19, 1919.)

Service.—Not less than fifteen round voyages, or more than thirty round voyages, yearly between Canada and France, with not less than three of the following steamships: *Scotian*, *Ionian*, *Lake Erie*, *Corinthian*, *Sicilian*, *Pomeranian* and *Sardinian*.

The *Pomeranian* and *Sardinian* shall only be employed in the service upon obtaining the approval of the minister therefor, and then only during the season of closed navigation in the St. Lawrence river.

Not less than three of the above steamships are to be employed, each of which shall not be less than 3,000 tons gross, with a carrying capacity of 4,500 tons for freight, and with such cold storage accommodation as the minister may require.

From May to November, inclusive, in each year, there shall be run not less than two full round voyages each month, and during the remaining months of December to April, inclusive, the remaining voyages shall be performed.

Ports of Call.—Terminal ports in Canada:—

During the season of St. Lawrence navigation, Montreal or Quebec.

\*No service was rendered since sailing of the *Corinthian* from London July 20, 1916 and before that date the service was very irregular on account of the war. No subsidy has been paid since March 31, 1916.



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During the season of closed navigation on the St. Lawrence, Halifax or St. John, at contractor's option, subject to the approval of the minister.

Ports of call in France, upon each eastbound or westbound trip: Cherbourg or Havre, or both, at the option of the contractors. Each eastbound trip may be extended, at the option of the contractors, to a port or ports in Great Britain; provided that the first port of call after leaving Canada shall be a port in France, and that the last port of departure for Canada shall also be a port in France.

*Speed Required.*—A minimum of 10 knots. The average speed of all the steamships engaged in the service in any one year shall not be less than  $12\frac{1}{2}$  knots. And at the conclusion of each year's service, if the said average speed has not been attained there shall be a pro rata deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than  $12\frac{1}{2}$  knots, such deduction to apply to each voyage of the steamships engaged in the service.

*Subsidy.*—\$5,555.55 for each round voyage completed at an average speed of 10 knots, and \$555.55 extra for each knot exceeding 10 knots; provided that the total amount of subsidy claimed or paid for each year's service shall not exceed \$200,000.

Subsidy is payable quarterly, in July, October, January and April.

The average speed of all the steamships engaged in the service in any one year shall not be less than  $12\frac{1}{2}$  knots; and at the conclusion of each year's service, if the said average speed has not been attained, there shall be a pro rata deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than said average speed of  $12\frac{1}{2}$  knots, such deduction to apply to each voyage of the steamships engaged in the service.

*Freight Rates.*—The rates charged for freight to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers of the same class to or from New York, Boston or Portland, and the minister may at any time revise the rates if he deem it advisable.

No discrimination of any kind shall be made against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

## DISTANCES.

	Miles.
Montreal to Quebec.. . . . .	139
Quebec to Havre.. . . . .	2,811
St. John to Halifax.. . . . .	292
Halifax to Havre.. . . . .	2,705
Havre to London.. . . . .	200



DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu.ft.					
Corinthian..	430	54.2	28.2	4,046	6,270	5,146	32	170	800	12,732	447	12	Belfast....	1900	Steel.
Sicilian.....	430	54.2	28.2	3,963	6,229	5,157	32	170	800	14,966	442	12	Belfast....	1899	Steel.
Sardinian...	400	42.3	34.6	2,788	4,349	4,324	Nil.	147	424	7,500	316	11	Greenock.	1875	Iron.
Pomeranian	381	43.8	33.1	2,700	4,207	3,127	Nil.	120	548	16,211	316	11	Hull.....	1882	Iron.
Lake Erie..	446	52.0	35.5	4,846	7,535	4,641	Nil.	126	750	17,287	660	12½	Glasgow..	1900	Steel.
Scotian.....	515.3	59.8	23.8	6,442	10,322	4,856	Nil.	406	1,012	20,715	1,126	15	Belfast....	1898	Steel.
Ionian.....	470	57.5	37	5,324	8,268	5,142	Nil.	326	1,000	12,610	604	14	Belfast....	1901	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.		Tons of Freight Carried.		Live Stock.	Bags Mails.	Subsidies Paid.
1907.....	20	4,690		24,473		Not stated.	Not stated.	\$111,111 00
		2nd Class.	3rd Class.	Weight.	Meas.			
1908.....	24½	1,056	1,813	19,231	5,534	Nil.	1	\$136,110 98
1909.....	24½	1,116	1,873	14,964	9,888	Nil.	16	136,110 98
1910.....	30½	1,595	2,781	19,565	21,061	Nil.	9	190,832 96
1911.....	28	1,116	1,873	14,964	9,888	Nil.	15	175,694 60
1912.....	30	1,791	4,227	18,426	13,153	Nil.	259	203,704 93
1913.....	30	2,150	5,721	15,976	10,867	Nil.	246	202,831 16
1914.....	17	828	2,812	10,937	8,318	Nil.	401	103,310 91
1915.....	17½	68	130	3,350	4,462	Nil.	163	101,346 88
1916 .....	1	In Nil Out "	Nil. Nil.	Nil 450	Nil Nil	Nil. Nil.	Nil. Nil.	6,333 33
	Total...	Nil.	Nil.	450	Nil.	Nil.	Nil.	
1917 and 1918.....	No service was performed.							

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
1912.....	7,779	5,590½	1,144,655	1,863	213½	156,074	9,642	5,804	1,300,729
1913.....	9,241	2,536	1,170,884	498	660	42,155	9,739	3,196	1,213,039
1914.....	6,857	3,874	1,087,449	244	302	146,225	7,101	4,176	1,233,674
1915.....	1,452	183	536,461	2	15	9,862	1,454	198	546,323
1916.....	450	—	58,704	—	—	—	450	—	58,704
1917 and 1918.....	No service was performed.								

PRINCIPAL ARTICLES EXPORTED (in 1916).

FROM ST. JOHN.

Canadian Origin.—Peas, meats, and canned salmon.

United States Origin.—Nil.



SESSIONAL PAPER No. 10a

## SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

*Proof of Performance of Service to be Furnished.*

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the Minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the Minister to show the volume, extent and value of the trade carried on by the said steamers and the full performance on their part of services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the Minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the Minister with regard to the said steamers in the performance of this contract.

*Financial Statements.*

It is further understood and agreed that the contractors whenever so required shall furnish the Minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

*British Subjects.*

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the Minister in writing.

*Equipment of Steamers.*

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the Minister.



*Carriage of Mails.*

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

*Accommodation for Mails.*

The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails, while upon the said steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question, as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

*Definition of term "Mails."*

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the offices.

*No Letters except H. M. Mails to be Carried.*

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

*Government officials to be carried free of Charge.*

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.



SESSIONAL PAPER No. 10a

*Proper accounts to be Kept.*

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

*Substitute for Disabled Steamers.*

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

*Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.*

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

*Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers.*

Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the Minister time-tables showing the proposed sailings, and upon the same being approved by the Minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the Minister, does not sail from a terminal port as herein specified within                      of the date fixed by such time-tables, there shall be deducted from



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the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the Minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of the subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

*Freight and Passenger Rates to be Approved by the Minister.*

(Inserted in contracts for ocean services only.)

The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the Minister a schedule of the freight rates proposed which schedule shall be subject to the approval of the Minister, and after being approved by him shall not be changed except with his consent; and the Minister may at any time, if he deem it advisable, fix the maximum rates to be charged between the different ports, on both east and westbound trips, on any article or class of goods, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the Minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants, or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on eastbound trips, sailing from                    or                    as hereinbefore provided, on through bills of lading                    from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to                    via any United States route or port; and on westbound trips the rates from                    to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of                    or                    and                    aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of the fact being furnished to the Minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

*Publicity of Tariff Charges.*

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.

*Calls at Foreign Ports.*

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.



## SESSIONAL PAPER No. 10a

*Carrying of nitro-glycerine or dangerous articles.*

The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

*Subsidy subject to vote of Canadian Parliament.*

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

*Minister's right to Terminate Contract.*

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

*Assignment of Contract.*

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

*Canadian Members of Parliament not Admitted to Share in Contract.*

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

*Changes in Contract.*

The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

*Minister to be final judge as to full carrying out of contract.*

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.



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*Transportation of Trade Commissioners.*

(Inserted in contracts for ocean services.)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

*Intercolonial Railway Clause.*

(Inserted in contracts for Atlantic ocean services.)

It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels the Company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall, when not otherwise expressly routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the route of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

*Calls at Government Wharves.*

(Inserted in contracts for local services.)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

*Handling of perishable products.*

(Inserted in contracts for Atlantic ocean services.)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.



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